FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS
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FOR 1907.
Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 34. Telephone No, 12.

BIRTH.

On October 25th, at Shanghai, to Mr. and Mrs. A. ROSENBERG, a son.

MARRIAGES.

On October 26th, at Shanghai, RONALD MACDONALD, to EVELYN LUCY SKINNER.

On September 21st, at St. Stephen's, Bayswater, W., by the Rev. L. G. Titley, OWEN SELBY, fourth son of the late ED. S. LITTLE, of Winterbourne Kingston, to ETHEL MAY, youngest daughter of the late THOMAS WATKINSON, of Ingleton, Weymouth. Leaving for Shanghai.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E. C

The Daily Press.

HONGKONG, NOVEMBER 2ND, 1907

CHINA affords an instructive instance of how difficult it is for a nation that has once let go adrift the instinct of self administration to recover its lost ground. Long centuries of delegation of all its powers to a central government has atrophied the consultive faculties of the nation at large; while the fact that it had no neighbours sufficiently advanced in the arts of civilisation to act as a check on its own extravagances insensibly had the effect of lowering the official tone of the whole. One after another the European nations are discovering the weak points of the government, and under pretence of setting things to right are leading up to still further complications. China is sensitive of the fact that affairs are not going properly, and that now and then her neighbours, seeing her weakness, take the opportunity of encroaching; and, having once gained a footing, prepare to make it good as a fulcrum for further interference. China, in fact, has very good ground for complaining of the continual supercession of her "sovereign rights," but she forgets on the other hand that complaints of this nature, without the ability to correct them, are really only acting as an advertisement of her weakness and holding out an invitation to still greater encroachments in the near future. An instructive instance of this phase has recently occurred with regard to the Post Office, to which subject we have referred once already. It is of sufficient moment, however, to warrant the fullest discussion. Except to despatch its own couriers and keep its higher officials informed of the course of affairs as well as of the orders of the Imperial Government, China had not risen to a conception of a postal service; and the vast body of commercial intelligence necessary for carrying on the commerce of the Empire at large, was carried by private institutions, who kept their own couriers and often competed with the government in the diffusion of general news. Under the circumstances the establishment at the various ports of foreign branch post offices for the distribution of letters carried by the various mail services became a matter of absolute necessity. Again on the arrival of letters at the ports where alone the mail steamers called, there was absolutely no regular way by which the mails could be conveyed further to the lesser ports where foreign business was carried on. In the old days the letters were received by the large houses direct from the steamers, but with the growth of the foreign residents, and the fact that many were not directly interested in business and had no agencies, business nor otherwise, with the large mercantile establishments, the distribution of letters became a difficulty. For a time the foreign municipalities at the various ports acted as distributers, but the almost entire absence of co-operation and the want of due supervision and system when each petty municipality became a law to itself soon showed that something better was needed. It was under such conditions that Sir ROBERT HART made the first approaches to an Imperial Post-Office to be directly under the control of the central government as represented by the Imperial Maritime Customs. Of the various post offices started under municipal control the only one that exhibited any approach to organisation was that at Shanghai, and so far as it went, it certainly met a want, and was trustworthy; the same could not be said of the others, which were for the most part merely amateurish with no proper staffs. Sir R. HART accordingly commenced by making overtures to the Shanghai Municipal Council, which meeting with a favourable response, the entire was taken over. On this, as a foundation, he commenced to build up the larger structure, and everything had to be commenced *ab ovo*, as no precedent existed for the state undertaking the carriage of private mails. Few people either connected with the Government, or outside it, looked upon the new departure as containing the germ of success, and this feeling was emphasized when the Inspector-General had the temerity to ask for an initial subsidy from the Customs receipts. Little by little the new service commenced to make its way, being confined in the first instance to the ports open to foreign trade, where there was the staff of the Customs to draw on. Amongst others it excited the jealousy of the German postal service which had been taking advantage of the want of postal conveniences to push its branches into the interior. Of course China was in the first instance herself at fault for not having sooner supplied the requisite accommodation; so soon as China was able to undertake the work herself this necessity ceased, and China had a good cause of complaint that Germany was actually raising a revenue out of carrying mails in her territory. No nation is so jealous of any interference with her own rights, real or pretended, as Germany, and her action in the affair is, to call it by the least opprobrious name, in distinctly bad form. Had the public interest been in any way subserved by Germany's action in the matter, this might have been offered as a prima facie excuse, but this can hardly be said. As a fact the foreign residents find their interests in no way assisted, but very much the reverse by the multiplication of Post Offices each interfering with the other, and complicating needlessly postal affairs. It is of no advantage to the residents, for instance of Shanghai, that they have a choice of six or seven post offices to do the work of one, each with its own system of currency. The public interest there would be very much expedited by the establishment of one central office. It is doubtless true that so long as the present system of carrying ocean mails exists, the Powers making China their terminus will need a local agency, but it is quite possible to combine this with the other, to the advantage of the service so far as the public is concerned. Here, however, the Chinese Government, even with the aid of Sir ROBERT HART has been placing itself hopelessly in the wrong. China pays no subsidies of any sort for the carriage of the foreign mails, yet she has been complaining through her mouthpiece, Sir R. HART, that she does not receive full international postage on mails which have not cost her a farthing. If then China have on the one side a good cause of complaint, on the other she is herself to blame for her, (on the face) absurd claims to right of collection on full continental terms on all postages received or dispatched at the ports. In pursuance of this claim she has recently been refusing to carry foreign mails along her railways. In this, at first sight, she is within her ordinary rights as a sovereign Power, but only on the understanding that she shares the cost. As she does not bear any portion of the latter, some allowance is due, and this it is that Sir ROBERT HART seems to have forgotten. The situation is eminently one for compromise. England by the payment of a heavy subsidy is able to bring letters regularly from England to Shanghai at the rate of a penny each; for allowing the letter to be landed on the shore China raises a claim to two pence halfpenny! This is too absurd to be listened to for a moment by any reasonable man. On the other hand China has almost as well founded a cause of complaint when she finds foreign countries, especially Germany, raising a revenue from postal matter carried through the interior of the country at actually no expense to themselves. China's complaints amount almost to a confession of impotence, but that is hardly an excuse for Germany's action; while on the other side, in attempting to right herself, China has no right to commit a second wrong. This is the moral of the tale, in fact, that two wrongs do not make a right; and never can.

The E. E. A. and C. Telegraph Company are responsible for an exaggeration in our issue of yesterday. The telegram, as despatched, did not say fifteen thousand were killed by the earthquake in Bokhara, but that it was believed fifteen hundred were buried thereby.

Fire broke out on the ground floor of a Chinese medicine shop at 58, Reclamation Street, Yaumati, early yesterday morning. It was not long before the inflammable material stored on this floor was destroyed, but the fire brigade arrived in time to save the first floor and the adjoining buildings. The shop, which was gutted, was insured for $2,800.

The "Al fresco Fête" in aid of the funds of the Society of St. Vincent de Paul will be held on November 10th, instead of to-morrow night, as first announced. Tickets issued for the 3rd inst. will be available for the 10th. This picturesque and popular event ought to attract as many of the public as usual to the compound of the Roman Catholic Cathedral.

The gentry and merchants of Siangtan, Hunan, have subscribed one million taels to enable the proposed Kuelyuen to Ch'angsha Railway to connect with Siangtan. The original survey did not include Siangtan in the proposed line and as this would put the trade of the city behind the others, the gentry and merchants promptly subscribed the money to connect their city by rail with the provincial capital.

A special demonstration was given at the Engineering Exhibition at Olympia of the merits of what is known as the national air gas system—the automatic production of a uniform gas from hydro-carbon vapour and air. It is claimed that by the use of something like 1½ per cent of petrol vapour, which is generated and then mixed with 98½ per cent of air, a gas can be obtained of the highest illuminating and heating power at a cost of less than a farthing per hour for 10 burners, each of 25 candle power. In illumination an incandescent mantle is used, and automatic action controls the manufacture of the gas. With the great saving effected, the freedom from danger, and the improved hygienic conditions, as the air in the room is not deprived of oxygen, the company claim to have met the demand for a cheap and brilliant illuminant. It is pointed out that the plant can be installed with admirable results in factories, where a particularly good light is needed, in churches, country houses, and halls of entertainment.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—

Overture..... "Semiramide," ..... Rossini
Valse ..... "Reverie," ..... Waldteufel
Selection..... "Lucrezia Borgia," ..... Donizetti
Air (From Mater)... "Cujus Animam,"... Rossini
Three Dances from Robin Hood..... Bunning
1 Michaelmas Dance.
2 Maid Marian.
3 Miller's Dance.
Gavotte ..... "Immer wieder," ..... Vandervill
Selection... "Bluebell in Fairyland,"... Slaughter
Polka ..... "Les grenouilles,"..... Deloncle

DINNER MENU.—Hors-D'Œuvres—Caviare on Toast. Soup—Asparagus Soup. Fish—Boiled Fish and Parsley Sauce. Entrées—Pigeon on Toast, Ox Tongue a la Romaine, Sweetbread Cutlet and Tomato Sauce. Curry—Dry Curry. Joints—Roast Sirloin of Beef and Horseradish, Roast Capon and Bread Sauce, Boiled Shoulder of Mutton and Turnips, Cold Rice Bird Pie and Potato Salad. Sweets—Caramel Pudding, Strawberry Ice Cream and Finger Cakes, Tipsy Cake, Cheese Biscuit. Dessert—Coffee—Fruits.

Last night the Bandmann Opera Company scored an unqualified success when they staged the popular musical comedy, "The Spring Chicken." The house was full to overflowing and the audience evinced the greatest enthusiasm throughout the piece, encores being numerous.

Herr Carl Möller, a well-known engineer, has invented a device which, he claims, will render floating mines innocuous immediately they become detached from their moorings. The operation of Herr Möller's invention is very simple, and the apparatus has the additional merit of being inexpensive. It is stated that the effectiveness of mines fitted with this safeguard is in no way impaired, while, of course, dangers to neutral vessels are very considerably diminished.

A Berlin Correspondent says that the new large German cruiser "F," the contract for which was placed with the Hamburg firm of Blohm and Voss, will cost over £1,800,000, and will be fitted with Parson's turbines, which are to be constructed by the same firm. The cruiser "F," which was laid down in the navy yard at Kiel a year ago, will have a displacement of about 15,000 tons, but, as the cost already shows, the new cruiser is designed to be considerably larger. The gradual conversion of the German naval authorities to the turbine system of engines is further shown by the fact that the two small cruisers which are to be laid down by the Schichau and Vulcan companies this year are also to be fitted with this type of engine. The small cruiser Stettin, the newest of her class afloat, which is also propelled by turbines, developed a speed of 25·8 knots on her trials. It is believed that for the present tactical considerations forbid the adoption of the system for battleships, but according to various statements in the Press it is not unlikely that before long efforts will be made to create a homogeneous squadron fitted with these engines.

His Majesty's Consul at Kobe (Mr. H. A. C. Bonar), writing on the subject of industrial conditions in Osaka, states that there is a great future for industrial undertakings there by foreign manufacturers, or with the support of foreign capital. "Belgian and French money," Mr. Bonar, as quoted in the *Board of Trade Journal*, continues, "with a very small proportion of British (privately subscribed) has has been instrumental in bringing about the formation and installation of at least one enterprise, which is about to commence operations—namely, the manufacture of glass. If British manufacturers would carefully study the import returns given in the Consular reports every year, they should have no difficulty in perceiving not what outlets they have for their manufactures in this country but what the prospects are of profitable manufactures on the spot, such as the Customs tariff is specially directed against, and which, owing to want of expert knowledge and capital, the Japanese are as yet unwilling to engage in. For the last few years Japan has seen a number of agents of British financial houses or syndicates offering to provide money for this or that undertaking, but the British manufacturer or his expert has been conspicuously absent. Manufacturers' agents are not referred to. There is good ground for believing that those who decide to venture on industrial undertakings which Japan does not yet possess, or only to a degree of mediocrity, will have reason to be satisfied with their experiment. In any case it would certainly pay to send out experts, though these, unless properly introduced and provided with full powers to treat with Japanese—should a good opening be found—will have difficulty in obtaining access to Japanese industrial establishments. By visiting the country such experts might gain much information as to what is doing in Japan and in Osaka especially."

£20,000,000 CANAL FOR CANADA.

ALL BRITISH WATERWAY TO CARRY WHEAT.

An "All British" Canadian waterway, which when completed may revolutionise the grain trade of the world, is to be constructed at an estimated cost of £20,000,000.

Mr. R. W. Perks, M.P., who is keenly interested in the new scheme, returned to London after a prolonged visit to Canada, during which he has had many opportunities of testing the possibilities of the great project.

It is proposed to open up a mid-continental waterway across the Dominion—an extended through route by way of the Great Lakes to the Ottawa River and the Gulf of St. Lawrence. The new canal will run from Georgian Bay to the Ottawa, and, if successful, will solve one of Canada's greatest traffic problems.

At present, although Canada is the granary of the world and countless miles of territory in the far west are being opened up for wheat growing, the grain has to be brought to market by long and roundabout route.

The "All British" route from Georgian Bay to the coast will save 500 miles of needless carriage and divert the stream of western products which now passes through the United States.

"The scheme has the support of the Canadian people and the Dominion Government, and is now on a sound and practical basis," said Mr. Perks to an "Express" representative.

"The new canal is of the very greatest importance to Canada, for at present only a very small percentage of her product passes out to the coast through her own territory. The greater proportion of it is now diverted through States. Once the new waterway is finished, grain can be carried right through to Montreal as cheaply as it now reaches Chicago.

"The Americans, who have enjoyed the great bulk of the grain-carrying trade, are naturally interested, and President Roosevelt is advocating another scheme for connecting Lake Michigan and Chicago with the Mississippi and New Orleans by means of a ship canal. They see clearly the importance of the trade.

"The Canadian Pacific Railway is not opposed to the new 'All British' waterway, for the directors, who are far-seeing men, realise that the construction of the canal will mean increased prosperity and commerce for the Dominion.

"The Soo Canal, at the entrance to the waterway, is a most important shipway, for more than £30,000,000 is already invested in shipping on the Great Lakes, and at least three times the tonnage of shipping passes through Soo as through the Suez Canal."

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GERMAN SCANDALS.

LONDON, November 1st.

The prosecution of Prince Eulenburg has been ordered.

FINANCIAL CRISIS IN AMERICA.

LONDON, November 1st.

The United States has decided to coin fifteen millions dollars gold.

[REUTER'S SERVICE.]

CRICKET.

LONDON, October 30th.

In the match at Perth between the M. C. C. and the Westralians, the English eleven won by an innings and 134 runs.

THE FINANCIAL CRISIS IN NEW YORK.

LONDON, October 30th.

$70,000,000 have been deposited in the National Banks, exceeding the records of the previous financial crisis.

THE EMPEROR OF AUSTRIA.

LONDON, October 30th.

The Emperor Franz Joseph took a walk yesterday, the first since his illness.

ARRIVAL OF THE KING AND QUEEN OF SPAIN.

LONDON, October 30th.

The Duke and Duchess of Connaught, the Princess Henry, and a crowd of distinguished persons welcomed the King and Queen of Spain at Victoria. Their Majesties proceeded to Kensington Palace.

THE RESULT OF THE CAMBRIDGESHIRE.

LONDON, October 30th.

1 Landleague.
2 Malua.
3 Stickup.

There were 15 starters. The race was won by a neck, with two lengths between 2nd and 3rd.

SENSATIONAL ARREST IN EDINBURGH.

LONDON, October 30th.

A sensation has been caused in Edinburgh by the arrest of Magistrate Ayling, who had just resigned a partnership in Messrs. Constable & Co's. Publishing firm. The Magistrate is accused of forging bills to a large amount.

THE LIBEL TRIAL IN GERMANY.

LONDON, October 30th.

The dignified attitude of Count Kuno Moltke at the libel trial, and other circumstances, have produced a considerable revulsion of feeling in his favour.

LOCAL SPORT.

CRICKET.

The following will represent the Civil Service Club against the Parsees C. C. on the C. S. ground to-day commencing at 2.15 p.m. sharp.—Messrs. P. T. Lamble, E. W. Dawson, A. R. F. Blackie, L. E. Brett, A. Pile, P. R. Adams, C. W. Brett, A. Mulholland, F. Bacon, J. A. Kindey, A. M. Thornhill; Umpire Mr. W. H. Woolley.

LEAGUE CRICKET.

The H.K.C.C. "A" will play its first League fixture *v.* Army Staff, on the Military ground this afternoon at 2.15 p.m. sharp, being represented by:—Messrs. W. F. F. Swan, H. H. Taylor, H. Wilson R.N., S. Robinson R.N.R., Dr. F. H. Kew, J. H. Gardiner, S. S. Logan, S. Moore, J. H. Chalmers, W. Ironside, and two others.

CRAIGENGOWER *v.* TELEGRAPHS.

This League match will take place on the former Club's ground to-day at 2.15 p.m. The Craigengower team will be:—L. E. Lammert, (Capt.), M. E. Asger, A. O. Brawn, R. Bass, J. D. Kinnaird, E. Irving, R. Pestonji, L. A. Rose, R. B. Cooper, J. W. Stewart, and G. Evans. Reserve: A. E. Asger.

LEAGUE TABLE.

CLUB.	MATCHES. Played	Won	Lost	Drawn	Points
Civil Service	2	2	0	0	2
Royal Garrison Artillery	3	2	1	0	1
3rd Middlesex	1	1	0	0	1
Craigengower	2	1	1	0	0
Departmental Corps ...	3	1	2	0	1
Kowloon	1	0	1	0	1
H.K. Police	2	0	2	0	2

a win = 1 point.
a draw = 0 „
a loss = 1 „

HONGKONG CRICKET CLUB.

On the H.K.C.C's ground, commencing at 2 p.m. to-day, a match will be played between "Probables" and "Possibles." The following are the selected players.

PROBABLES:—Messrs. W. C. D. Turner, H. Hancock, A. E. Lanning, Lt. J. M. G. Taylor, 119th Inf., H. R. Makin, Capt. H. M. Beasley, R.A., Lt. R. S. Lucy, R.A., W. A. Powell, E. A. Fowler, Corpl. Sharpe, 3rd Mid. Regt., and A. N. Other.

POSSIBLES:—Major H. E. Lowis, 119th Inf. Major W. W. Chitty, Messrs. A. A. Claxton, F. H. Stevens, R. O. Hutchison, W. F. Brewer, G. E. Morrell, W. E. Dixon, R. C. Witchell, H. R. Phelips and Pte. W. Clegg, 3rd Mid. Regt.

RUGBY FOOTBALL.

The Hongkong Football Club will play H.M.S. *Tamar* this afternoon at 4.30 p.m., playing in colours. The team is as follows.—Messrs. T. C. Gray; L. J. Wishart, A. S. Kempthorne, F. C. Carroll, W. J. Daniel; A. V. Monk, L. J. Blackburne; E. C. East, F. C. Hall, R. G. Munro, W. B. Stanton, B. Johnson, H. W. Lester, P. Linton and A. P. Usher.

HONGKONG SANITARY BOARD.

A special meeting of the Sanitary Board was held in the Board Room yesterday afternoon for the purpose of considering what action should be taken in regard to an outbreak of anthrax on board the steamer *Lung Sang*. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Dr. F. Clark (Medical Officer of Health), Lieut.-Colonel J. M. Reid, R.A.M.C., Captain Lyons (Captain Superintendent of Police), Mr. A. Shelton Hooper, Mr. Lau Chu-pak and Mr. G. A. Woodcock (secretary).

The PRESIDENT—Gentlemen, the Medical Officer of Health, who is now acting as Colonial Veterinary Surgeon, has informed me that he understands a consignment of cattle which left Hongkong for Manila early last week by the steamer *Lung Sang*, are being brought back to this port in consequence of having one or more cases of anthrax among them, discovered by the port authorities at Manila. It is necessary for us to consider what are the best steps to take with the ship when she arrives back in this harbour. According to the information received, she will probably be back either late to-night or to morrow, and as there are presumably some cattle on board that may be suffering from anthrax, or that might have died from the disease, it is necessary for us as a Board to deal with the matter and advise or decide what steps should be taken. I think the best plan would be for the Board to go into committee, and I move accordingly.

Mr. LAU CHU-PAK seconded.

Mr. HOOPER—What powers have we got?

The PRESIDENT—Under byelaw, page 107. This byelaw says that the arrival of such animals, brought into the Colony by water, shall be at once reported by the owner or consignee to the Colonial Veterinary Surgeon. I have already told the agents of the ship that I think it is advisable that the ship should go into the quarantine anchorage, and I have asked them to inform the Colonial Veterinary Surgeon as soon as possible the time of the arrival of the ship. I have also communicated with the Health Officer of the Port.

Mr. LAU CHU-PAK—Have the agents any objection?

The PRESIDENT—No.

Mr. HOOPER—It is a disease that can be communicated to human beings.

Dr. CLARK—Occasionally. Only human beings who come in contact with the cattle.

Mr. HOOPER—On board the ship they possibly come into contact with the cattle. On going into quarantine the Health Officer of the Port could inspect.

The PRESIDENT—Yes. Of course the cargo will be required to be disinfected. I think the cattle, more or less, were adjoining the cargo between decks.

Mr. HOOPER—Are the cattle alive or dead?

Dr. CLARK—The cattle would be killed at once at Manila when it was found they were suffering from anthrax. I have further information to give that has been communicated to me, but it is not official and I think it would be advisable to have a confidential meeting.

Members agreed to discuss the subject *in camera*, and eventually decided that the Medical Officer of Health be authorised by the Board to destroy all sick animals and land the remainder on Pillar Island, near Gindrinkers Bay.

JACK'S FOOD.

NEW VICTUALLING SCHEME.

At Portsmouth the new arrangements for the victualling of the Fleet have been received by the lower-deck men with some suspicion. Under the new scheme, the Admiralty will supply a ration comprising the ordinary daily requirements of the men in respect of the staple articles of diet, and they will, in condition, pay a messing allowance of fourpence per man per diem, which can be expended upon food according to the men's tastes. This messing allowance takes the place of savings, or the system by which the men were credited with a monetary allowance in lieu of food "not taken up." The men complain that the taking away of these "savings" will mean a financial loss to them, as under the standard ration supplied by the Government there is not enough variety, while the fourpence a day is not sufficient to cover all they will have to purchase either from the ship's stores or the canteen. The most serious complaint against the new system, however, is that it makes no allowance for men going away on leave at week-ends. At Portsmouth, as at the other naval ports, thousands of men go away from Friday or Saturday to Monday or Tuesday. Whereas under the old system savings could have been taken up, under new arrangements all the provisions will have to be issued, whether the men are present to consume them or not. A welcome feature of the new system is the taking away of the canteen from private contractors or tenants. This will effectually stop the exhorbitant charges for provisions which had to be paid at the canteen under the arrangements that have been displaced, while it will also end the extensive jobbery in connection with the procuring of contracts for the canteens which is known to have existed for years. As the scale of prices to be charged in future has been carefully fixed by the Admiralty, the men will obtain the benefit of lower rates and better quality.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS OF CALL	DELHI, Capt. J. D. Andrews, R.N.R.	Noon, 2nd Nov.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALERMO, Capt. E. G. Andrews	About 2nd Nov.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO, Capt. G. W. Gordon, R.N.R.	About 6th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SYRIA, Capt. D. C. Gregor, R.N.R.	About 10th Nov.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 2nd November, 1907. 1

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA ZAMBOANGA PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE ADELAIDE, and PERTH	* ‡ "CHINGTU"	On 2nd Nov., 4 P.M.
HAIPHONG Direct	"HUPEH"	On 3rd Nov., D'light
SHANGHAI Direct	† "YOCHOW"	On 4th Nov., 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 5th Nov., D'light
MANILA	* "TAMING"	On 5th Nov., 4 P.M.
NINGPO and SHANGHAI	† "PAKHOI"	On 5th Nov. 4 P.M.
SWATOW and SHANGHAI	† "KIUKIANG"	On 6th Nov., 4 P.M.
SWATOW and SHANGHAI	† "KWANGSE"	On 7th Nov., 4 P.M.
CEBU and ILOILO	* "KAIFONG"	On 7th Nov., 4 P.M.
CHEFOO and TIENTSIN	"KUEICHOW"	On 9th Nov., 4 P.M.
SWATOW and SHANGHAI	† "SHAOHSING"	On 17th Nov., 4 P.M.
KOBE	"TSINAN"	On 25th Nov., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

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For Freight or Passage, apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd November, 1907. 11

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE" Capt. G. ROTH	Tuesday, 5th November.
NAPLES, GENOA, ALGIERS GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"ROON" Capt. G. MEINERS	Wed'day, 6th Nov., at NOON.
MANILA, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. SENDEN	Thursday, 7th Nov., at NOON.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday,
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILL	Beginning of November.

For further Particulars apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA. 5

Hongkong, 29th October, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 3rd Nov., at 9 A.M.
	THE CHARTERED STEAMER	
ANPING Direct	"FRITHJOF" Capt. O. ANDERSON	SATURDAY, 2nd Nov., at NOON.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st November, 1907. T. ARIMA, Manager 14

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
13 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (*Subject to Alteration*).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPRESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPRESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPRESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22¼ days from YOKOHAMA and 29½ days from HONGKONG.

Hongkong to London, 1st Class .....via St. Lawrence River Lines or New York £71.10
Intermediate on Steamers and 1st Class Railways ... " £40, " " £42.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

6]

SABANG BAY
COALING STATION,
POELOE WEH. NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.,
Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from, and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,00 tons' displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong,

JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS.

Hongkong, 1st December, 1906. [2200

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

	TONS REG.	
"BUELOW" Capt. FORMES.	8,000	ON MARCH 11TH.
"PRINZ LUDWIG" Capt. VON BINZER.	9,630	ON MARCH 25TH.
"PRINZESS ALICE" Capt. POLACK.	10,911	ON APRIL 8TH.

CALLING AT NAPLES; GENOA; GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & CO.,
General Agents.

Hongkong, 19th August, 1907. 1365

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong 9.30 P.M. (SATURDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents:—Messrs E. Pasquet & Co. For further particulars, please apply to— BARRETTO & CO., Agents.

Hongkong, 27th September, 1907. 1492

NEW LABEL
FOR
WATSON'S "E" WHISKY

NOTE:—THE BORDER AND TRADE MARKS ON THE LABEL ARE IN GOLD; THE LETTER "E" LITHOGRAPHED IN BLACK, IS ALSO SHADED IN GOLD; WHILE THE THREE CENTRAL LINES "WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY" ARE LITHOGRAPHED IN RED; THE OTHER PORTIONS OF THE LABEL ARE IN BLACK. THE CAPSULE ALSO BEARS FACSIMILE SIGNATURE. 1156

SHACKELL'S
"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.
PRINTING INK MAKERS.

ESTABLISHED 1783.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

Hongkong, 16th October, 1907. 1666

KEATING'S LOZENGES

CURE THE WORST COUGH

SOLD IN BOTTLES EVERYWHERE.

58

SAVARESSE'S SANDAL CAPSULES

Efficacious because absolutely pure English Oil. Not made of gelatine. Full directions. All Chemists.

Insist on SAVARESSE'S

101

PRINTING.

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

NOTICES TO CONSIGNEES

S.S. "TONKIN."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Charente" and "Matapan" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 4th Nov., 1907, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th Nov., 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 4th Nov., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 28th October, 1907. 2]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before MONDAY, the 28th inst., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Nov., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 4th Nov., at 9.30 A.M.

All Claims must reach us before the 8th Nov., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 28th October, 1907. 5

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 31st October, 1907. 1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed

This vessel brings on Cargo:—
From London, &c., ex s.s. "Himalaya."
From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 31st October, 1907. 1

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A RENNIE.

Its description of Chinese Social Custom and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE $3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSSEN & CO.,
HONGKONG.

SHIPPING IN PORT.

STEAMERS.

ACARA, British str., 3,174, Wm. Hume, 18th October—New York 27th August, Oil—Standard Oil Co.

AMERICA MARU, Japanese str., 3,460, Philip H. Going, 30th October—San Francisco 2nd, and Shanghai 27th Oct., Mails and General—Toyo Kisen Kaisha.

ARRATOON APCAR, British str., 2,931, A. Stewart, 29th October—Moji 31st October, General—D. J. Sassoon & Co.

BOURBON, French str., 997, Le Bail, 19th Oct.—Saigon 17th Oct., General—Chinese.

CHINGTU, British str., 1,459, W. B. Brown, 29th October—Kobe 23rd October, General—Butterfield & Swire.

DELHI, British str., 4,783, J. D. Andrews, R.N.R., 31st October—Shanghai 29th Oct., General—P. & O. S. N. Co.

DERWENT, British str., 1,592, Jenkins, 29th Oct.—Saigon 24th Oct., Rice and Mails—Chinese.

DRUFAR, Norwegian steamer, 1,102, J. Bing, 30th Oct.—Bangkok & Swatow 29th Oct., General—Nippon Yusen Kaisha.

ELLEN RICKMERS, German str., 5,000, H. Pape, 29th October—Moji 23rd October, Coal—Bradley & Co.

EMPRESS OF JAPAN, British str., 5,940, H. Pybus, R.N.R., 29th October—Vancouver B.C. 1st October, Mails and General—C.P.R. Co.

FRITHJOF, Norwegian str., 891, O. Andersen, 31st October—Swatow 30th Oct., General—Osaka Shosen Kaisha.

HAICHING, British str., 1,267, A. E. Hodgins, 30th October—Coast Ports 29th October, General—Douglas; Lapraik & Co.

HANGSANG, British str., 1,356, S. Wilde, 29th October—Shanghai and Swatow 28th Oct., General—Jardine, Matheson & Co.

HELIOPOLIS, British str., 2,067, J. W Martin, 25th October—Chinwangtao 19th October, —Gibb, Livingston & Co.

HONGMOH, British str., 2,555, Dawson, 30th October—Singapore 25th Oct., General—Chinese.

IDOMENEUS, British str., 4,256, H. Nish, 28th October—Shanghai 25th Oct., General—Butterfield & Swire.

JOSHIN MARU, Japanese str., 702, H. S. Smith, 30th Oct.—Tamsui 27th Oct., General—Osaka Shosen Kaisha.

KANAGAWA MARU, Japanese str., 3,825, N. Ohno, 31st October—London 21st Sept. and Singapore 25th October, General—Nippon Yusen Kaisha.

KANSU, British str., 1,143, J. Speed, 31st Oct.—Wuhu 25th October, Rice—Butterfield & Swire.

KWANGSE, British str., 1,228, A. Stott, 31st Oct.—Newchwang 22nd, Dalny 24th and Chefoo 25th Oct., General—Butterfield & Swire.

KWANGTAH, Chinese str., 1,536, Wm. H. Lunt, 31st October—Shanghai 28th October, General—Chinese.

LIGHTNING, British str., 2,122, E. Foy, 29th October—Calcutta & Singapore 23rd Oct., General—David Sassoon & Co.

MATHILDE, German str., 831, A. P. Ulderup, 29th Oct.—Haiphong and Hoihow 28th Oct., General—Jebsen & Co.

MAUSANG, British str., 1,041, R. Houghton, 29th October—Saudakan 24th Oct., Timber and General—Jardine, Matheson & Co.

MONTEAGLE, British str., 3,953, S. Robinson, R.N.R., 18th October—Vancouver, B.C., 30th Sept., Mails and General—C.P.R. Co.

MORTLAKE, British str., 1,737, F. W. Balten, 19th October—Fremantle W.A. 2nd Oct., Sandal Wood—Simpson & Co.

PAUDERTIS, British str., 2,350, Saunard, 29th October—Tientsin 14th October, Ballast—Meyer & Co.

PITSANULOK, German str., 1,260, D. Reimers, 28th October—Bangkok 21st October, Rice and Wood—Butterfield & Swire.

SEXTA, German str., 992, Desler, 29th October—Saigon 25th Oct., Rice—Siemssen & Co.

SINGAN, British str., 1,047, Jamieson, 26th Oct.—Haiphong and Hoihow 24th October, Rice and General—Butterfield & Swire.

TAISHUN, Chinese str., 1,216, Stephen, 27th Oct.—Shanghai 24th Oct., General—Chinese.

TSINTAU, German str., 1,602, O. Koch, 26th October—Bangkok and Kohsichang 18th Oct., Rice & Wood—Norddeutscher Lloyd.

VANCOUVER, British str., 1,954, McDougall, 24th October—Newcastle 5th Oct., Coal—Arnhold, Karberg & Co.

VOLUTE, British str., 2,593, C. Stott, 22nd Oct.—Balik Papan 13th Oct., General—Arnhold, Karberg & Co.

WAISHING, British str., 1,170, Richard, 25th October—Wuhu and Chinkiang 20th Oct., Rice—Jardine, Matheson & Co.

YOCHOW, British str., 1,307, F. Northcombe, 30th October—Amoy 29th Oct., General—Butterfield & Swire.

ZAFIRO, British str., 1,619, A. Fraser, 28th October—Manila 25th October, Hemp and Tobacco—Shewan, Tomes & Co.

SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,968, L. D. Vance, 24th August—New York 1st May, Case Oil—Standard Oil Co.

LAWHILL, British 4-masted bark, 1,950, 28th August—New York, Case Oil—Standard Oil Co.

LYNDHURST, British 4-masted barque, 2,500, Parnell, 25th July—Kobe 1st June, Ballast—Standard Oil Co.

POST OFFICE NOTICE

CHRISTMAS AND NEW YEAR PARCEL MAILS, HOMEWARD.

Parcels for the United Kingdom—VIA GIBRALTAR—posted up to 5 p.m. to-day, are due in London about the 7th of December, and those posted up to 5 p.m. on Friday the 15th November, are due in London on the 21st December.

With an additional fee of 60 cents, parcels may be forwarded VIA BRINDISI and if posted before 5 p.m. on the 15th November, would accompany the letter mail, due in London on the 16th December.

Parcels intended for New Year's delivery should also be forwarded by the mail of the 15th November, as the next parcel mail of the 29th November is not due in London till the 4th January, 1908, unless they are posted to be forwarded overland VIA BRINDISI in which case an additional fee of 60 cents must be paid, such parcels are due in London about the 30th December.

The rates of postage on ordinary parcels are as follows:—

For a parcel not exceeding 3 lbs. in weight ... 60 cents.
" " " 7 lbs. " ... $1.20 "
" " " 11 lbs. " ... $1.80 "

Under no circumstances will parcels weighing over 11 lbs. be forwarded.

All parcels containing jewellery or any article of gold or silver *must* be insured. All insured parcels *must* be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

International Reply Coupons may be exchanged with the following Countries:—Gibraltar, Karafuto (Japanese Saghalien), Manchuria (Japanese Post Offices), Norway, and the Norwegian Post Offices in Spitzbergen.

The *Princess Alice*, with the German mail of the 8th October, left Singapore on Friday, the 1st inst., at 10 a.m., and may be expected here on or about Tuesday, the 5th instant, at 2 p.m.

FOR	PER	DATE
Saigon	*Bourbon*	Saturday, 2nd, 9.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	*Chingtu*	Saturday, 2nd 10.00 A.M.
Manila	*Tafiro*	Saturday, 2nd, 10.00 A.M.
Anping	*Frithjof*	Saturday, 2nd, 10.00 A.M.
Newcastle (N.S.W.)	*Vancouver*	Saturday, 2nd, 10.00 A.M.
EUROPE &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*Delhi*	Saturday, 2nd, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. Registration, with late fee of 10 cents, up to 10.30 A.M. Registration, Kowloon 10.00 A.M. No late fee. Letters 11.00 A.M.
Macao	*Sui Tai*	Saturday, 2nd, 1.15 P.M.
Singapore, Penang and Calcutta	*Arratoon Apcar*	Saturday, 2nd, 2.00 P.M.
Swatow, Amoy and Tamsui	*Taishan*	Saturday, 2nd 3.00 P.M.
Kobe, Yokohama, Victoria, Vancouver, Seattle and Tacoma	*Haiching*	Saturday, 2nd, 3.00 P.M.
Swatow and Shanghai	*Tonkin*	Saturday, 2nd, 4.00 P.M.
Haiphong	*Hangsang*	Sunday, 2nd, 5.00 P.M.
Sourabaya	*Hupeh*	Saturday, 2nd, 2.00 P.M.
Swatow, Amoy and Tamsui	*Bezwada*	Saturday, 2nd, 5.00 P.M.
Ningpo and Shanghai	*Doshin Maru*	Sunday, 3rd 3.00 A.M.
Durban	*Waishing*	Sunday, 3rd, 9.00 A.M.
Tientsin	*Heliopolis*	Monday, 4th, 11.00 A.M.
Shanghai	*Cheongshing*	Monday, 4th, 3.00 P.M.
Singapore, Penang, Madras, Colombo & Bombay	*Yochow*	Monday, 4th, 3.00 P.M.
Hoihow, Pakhoi and Haiphong	*Kogoshima Maru*	Monday, 4th, 3.00 P.M.
Swatow, Amoy and Foochow	*Singan*	Monday, 4th, 5.00 P.M.
	Hailan	Tuesday, 5th, 8.00 A.M.

TO-DAY.

Sale, Japanese Curios, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

Chinese Fire Works, Happy Retreat, 8 p.m.

Bandmann Opera Co., City Hall, 9 p.m.

VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China str. *Nomiang* from Calcutta and the Straits left Singapore for this port on 29th ult., and will be due here on or about the 4th inst. a.m.

The Indo-China str. *Laisang* left Calcutta for this port via the Straits on 25th ult., and may be expected here on or about 10th inst.

THE GERMAN MAIL.

The I.G.M. str. *Princess Alice* carrying the German Mails with dates from Berlin of the 8th ult. left Singapore on Friday the 1st inst. at 10 a.m., and may be expected here on or about Tuesday the 5th inst. at 2 p.m.

The I.G.M. str. *Recn* left Kobe via Nagasaki and Shanghai on Sunday the 27th ult. p.m., and may be expected here on or about Tuesday the 5th inst.

The I.G.M. str. *Prinz Waldemar* left Kobe on Wednesday the 30th ult. at 10 p.m., and may be expected here on or about Tuesday the 5th inst. p.m.

THE AMERICAN MAIL.

The P.M. str. *Siberia* sailed from Yokohama on 28th ult., and is due to arrive at this port on the 6th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* left Vancouver p.m. on Tuesday the 29th ult. for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The Swedish str. *Condon* left Port Said on Sunday the 6th ult., and may be expected here to-day.

The J.-C.-J. Lijn str. *Tjiparas* left Macassar for this port on the 22nd ult., and may be expected here to-day.

The N.Y.K. str. *Kogoshima Maru* (Bombay Line) left Moji for this port on the 27th ult., and is expected here to-day.

The Ben Line str. *Benledi* from Middlesbro' and London, left Singapore on 29th ult. for this port.

The N.G.I. str. *Ischia* left Singapore for this port on the 30th ult. afternoon, and may be expected here on or about the 5th inst.

PASSENGERS

ARRIVED.

Per *Cheongshing* from Tientsin, &c., Mr. E. Newman.

Per *Hupeh* from Haiphong, Mr. C. Shullenbach.

Per *Eastern*, from Australia via Ports, for Hongkong, Capt. and Mrs. W. H. Roberts, Mrs. Grove, 2 children and maid, and Mr. Fred. Chong; for Shanghai, Mr. Mrs. and Miss Rogers, Rev. and Mrs. Goodchild and 2 children, Mrs. Craig, and Miss Liddell; for Yokohama, Mr. and Mrs. A. L. Davies, Mrs. R. L. Davies, and Miss C. Chubb.

DEPARTED.

Per *Korea*, from Hongkong, for San Francisco, &c., Mr. and Mrs. H. L. Paddock, Mr. and Mrs. J. Bourke, Mr. and Mrs. L. Roen and child, Mrs. M. A. Huntington, Mrs. F. H. Sargent, Mrs. E. Meiklejohn, Mrs. M. McPherson, Mrs. S. Davenport, Mrs. I. Frohman, Mrs. B. H. Smith, Mrs. J. S. Walker, Mrs. Irvine, Misses M. Brown, M. Wilcox, F. Wilcox, Meiklejohn, M. Huntington, A. Sargent, H. Sargent, M. Bourke and Sullivan, Capt. W. A. Burbank, Rev. F. Noval, Rev. M. Narro, Hon. C. S. Hyman, Hon. G. M. Wilcox, Master H. Bourke, Messrs. B. Hempel, L. Alai, P. Somerset, H. K. Arthur and M. C. Shroff.

Per *Tamba Maru*, from Hongkong, for London, &c., Mr. and Mrs. S. Takano, Mr. and Mrs. H. Y. Tong, 4 children and infant, Mr. and Mrs. Wallace and infant, Mr. and Mrs. L. C. E. Edmonston, Mrs. Y. Ishikawa, Mrs. Everleigh, Mrs. C. T. Turnball and 2 children, Mrs. Curtis and 4 children, Mrs. Collier and child, Miss M. Brownlow, Miss E. M. Walter, Master Go Khok Swee, Messrs. H. Kurazawa, Y. Ozaki, K. Okada, Y. Kiang, S. Ling, Zeng Dow and child, K. Ogawa, J. L. Dalton, M. Homura, M. D. Khambulta, T. Tanako, B. Yamashita, Broomfield, H. Hison, C. H. Butler, B. Albert, Drescher, David E. Ellis, Rosenthal and B. Kalachand.

Per *Nikko Maru*, from Hongkong, for Manila, &c., Mr. and Mrs. Holden, Mr. and Mrs. G. F. Richmond, Mr. and Mrs. J. Fuller, Mr. & Mrs. Jos. N. Folwell and infant, Mrs. Smith, Mrs. K. M. Duncan, Mrs. W. Kikwick, Mrs. T. Fukuda, Mrs. T. Miyake, Misses L. A. Hooke, Carman, Harris, Weingarth, Norine Lorimer, Ida Monsteller & R. Baba, Major J. R. White, Lieut. W. H. Smith, Messrs. C. Gabany, S. N. Watkinson, A. W. Diddams, Carman, Ross Smith, W. M. C. Brady, Mulligan, Stark, L. T. Shutan, S. W. Wilbraham, Matheson, Shamon, T. Banks, Cheshire, Zoilo Diaz, Rosenthal, Jos. N. Kennedy, P. C. Freeth, Molloy, H. Morgan, Edwin Duffer, McHugh, C. Honen, Manuel A. Etanequin, J. Delbourgo, A. Loher, V. D. Fermender, Rufo Medrano, Pedro Lardizabal, S. Megata, I. Ohga, T. Ishizu, T. Taneko, Jas. Alexander, Wm. Wade and I. Sounda.

JOINT STOCK SHARE.

Hongkong, November 1st.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Fs. 200	Nominal.
Banks—		
Hongkong & S'hai	$125 / $25	$665, sales & sel. $660, sales & sel. Ln. £75. Ln. £74.10.
National B. of China	£6	$51, sales
Bell's Asbestos E. A.	12s. 6d.	$6½.
China-Borneo Co	$12	$10, buyers
China Light & P. Co.	$10	$6, buyers
China Provident	$10	$9½, sellers
Cotton Mills—		
Ewo	Tls. 50	Tls. 55.
Hongkong	$10	$10½, sellers
International	Tls. 75	Tls. 52.
Laou Kung Mow	Tls. 100	Tls. 90.
Soy chee	Tls. 500	Tls. 280.
Dairy Farm	$6	$36 75, sellers
Docks and Wharves—		
H. & K. Wharf & G	$50	$67, sales
H. & W. Dock	$50	$103
New Amoy Dock	$6¼	$11, sellers
Shanghai Dock	Tls. 100	Tls. 73½.
S'hai & P. Wharf	Tls. 100	Tls. 201
Fenwick & Co., Geo.	$25	$16, sellers
Green Island Cement	$10	$11½, sellers
Hongkong & C. Gas	£10	$175, buyers
Hongkong Electric	$10	$14½, sales
Hongkong Hotel Co	$50	$100, buyers.
Hongkong Ice Co	$25	$240.
Hongkong Rope Co	$10	$25½, buyers
Insurance—		
Canton	$50	$250, sellers
China Fire	$20	$86, buyers
China Traders	$25	$30, buyers
Hongkong Fire	$50	$302½, buyers
North China	£5	Tls. 73½, buyers
Union	$100	$780, sales
Yangtsze	$50	$170, sellers
Land and Building—		
Hongkong Land Inv.	$100	$96.
Humphrey's Estate	$10	$10½.
Kowloon Land & B.	$30	$36, sellers
Shanghai Land	Tls. 50	Tls. 101.
West Point Building	$50	$48.
Mining—		
Charbonnages	Fcs. 250	$470, buyers
Rambs	19/10	$9.
Peak Tramways	$10 / $1	$12, buyers. $2, (new) buy.
Philippine Co	$10	ex
Refineries—		
China Sugar	$100	$104, sellers
Luzon Sugar	$100	$21, sellers
Steamship Companies		
China and Manila	$25	$16, buyers
Douglas Steamship.	$50	$37½.
H., Canton & M.	$15	$29½, buyers
Indo-China S.N. Co.	£5	$41 Prefd., sel. $29 Defd., sel.
Shell Transport Co.	£1	43/- sellers
Star Ferry	$10	$21, buyers
Do. New	$5	$11, buyers
South China M. Post.	$25	$22, sellers
Steam Laundry Co.	$5	$5, sellers
Stores & Dispensaries		
Campbell, M. & Co.	$10	$20, sellers
Powell & Co., Wm.	$10	$5½.
Watkins	$10	$2½, sales
Watson & Co., A. S.	$10	$11, sellers
United Asbestos	$4	$10.
Do. Founders	$10	$150, buyers
Union Waterboat Co.	$10	$11½, sellers

VERNON & SMYTH.

COMMERCIAL.

CLOSING QUOTATIONS.

November 1st.

ON LONDON.—
Telegraphic Transfer ... 2/-⅝
Bank Bills, on demand ... 2/-⅛
Bank Bills, at 30 days' sight ... 2/-¼
Bank Bills, at 4 months' sight ... 2/-½
Credits, at 4 months' sight ... 2/1⅛
Documentary Bills 4 months' sight 2/1⅛

ON PARIS.—
Bank Bills, on demand ... 256
Credits, at 4 months' sight ... 260

ON GERMANY.—
on demand ... 206

ON NEW YORK.—
Bank Bills, on demand ... 49⅞
Credits, at 60 days' sight ... 50½

ON BOMBAY.—
Telegraphic Transfer ... 151¾
Bank, on demand ... 152¼

ON CALCUTTA.—
Telegraphic Transfer ... 151¾
Bank, on demand ... 152¼

ON SHANGHAI.—
Bank, at sight ... 74
Private, 30 days' sight ... 74½

ON YOKOHAMA.—On demand ... 99½

ON MANILA.—On demand—Peso—100

ON SINGAPORE.—On demand ... 13⅛ p.c. pm.

ON BATAVIA.—On demand ... 122½

ON HAIPHONG.—On demand ... 44 p.c. pm.

ON SAIGON.—On demand ... 4 p.c. pm.

ON BANGKOK.—On demand ... 73

SOVEREIGNS, Bank's Buying Rate ... $9.70

GOLD LEAF, 100 fine, per tael ... $51.40

BAR SILVER, per oz. ... 27 9/16

SUBSIDIARY COINS.

			per cent.
Chinese	20 cents pieces	$4.40	discount.
"	10 " "	5.40	"
Hongkong	20 " "	4.10	"
"	10 " "	5.15	"

OPIUM.

November 1st.

Quotations are:—

Malwa New	$890	per picul.
Malwa Old	$940	"
Malwa Older	$980	"
Malwa V. Old	$1030	"
Persian fine quality	$700	"
Persian extra fine	$750	"
Patna New	$915	per chest.
Patna Old	$917½	"
Benares New	$887½	"
Benares Old	—	"

STEAMERS PASSED THE CANAL.

Oct. 9th—*Silesia* (Ger.). 12th—*Glenlogan, Ooptack, Syria, Tourane.* 16th—*Ceylon, Priam.* 19th—*Benavon, Polynesien, Cardiganshire, Prinz Heinrich, Peleus, Wakasa Maru.* 23rd—*Sachsen, Peiho.* 24th—*Austria, Bengloe, Ceylon Maru, Glenavon, Erroll.* 26th—*Satsuma, Cyclops, Mennon, Telemachus, Kasenga.* 30th—*Dortmund, Monmouthshire, Dunearn, Nyanza.*

ARRIVAL AT HOME.

Oct. 29th—*Semicanum, Australien.*

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. E. S. Abraham, Mr. H. D. Law
Mr. P. R. Adams, Mrs. B. Liebtig & child
Mr. A. Aftalion, Mr. J. A. Linn, jr.
Mr. H. F. Arthur, Mr. W. Logan
Mr. J. H. Backhouse, Mr. A. Loher
Mr. H. G. Battiscombe, Mr. E. Lühting
Mr. R. B. Beattie, Miss G. MacKichaw
Mr. E. J. Birbeck, Dr. Markel
Mr. S. Bisney, Miss Markel
Miss Bisney, Dr. O. Marriott
Mr. D. H. Blake, Capt. and Mrs. A. McDougall & child
Mr. A. B. Blunn
Mr. H. F. Brackstone, Mr. T. Moroy, jr.
Mr. W. C. Brady, Mr. G. C. McIntosh
Mr. E. M. Brady, Mr. C. F. Minnitt and servant
Mr. T. Brayfield
Mr. M. Brown, Mr. D. M. Mullegan
Miss K. Brown, Mr. E. H. Newborn
Mr. E. W. Carpenter, Mr. P. F. Nicholson
Mr. A. Carter, Miss Nicholson
Mr. and Mrs. W. H. Chaplin, Mr. & Mrs. E. Ortiz & 2 children
Mr. F. D. Cheshire, Mr. and Mrs. H. L. Paddock
Mr. & Mrs. A. W. Child and 3 children, Mr. & Mrs. C. S. Paget and baby
Mr. S. T. Cohn, Miss K. C. Pierce
Miss Collamore, Mr. F. Polcock
Mr. H. E. Colvin, Miss M. A. Porter
Mr. A. H. Cook, Mr. E. C. Potter
Mr. J. Cruickshank
Mr. George Curry, Mr. W. A. Powell
Mr. J. Delbourgo, Mr. C. M. Preshaw
Mr. Z. Diaz, Mr. A. J. Pugh
Mr. F. H. Dolliffe, Mr. E. Ralphs
Major and Mrs. C. S. Duer, Mr. R. H. Ray
Mr. and Mrs. G. F. Richmond
Mr. & Mrs. F. Durant
Mr. W. Einstmann, Mrs. F. H. Sargent & 2 children
Capt. J. Elmsley
Mr. M. A. Franklin, Mr. C. A. Schneider
Mr. R. M. Ezekiel, Mr. J. J. Schneider
Mr. H. J. Fairchild, Mr. W. H. Shutan
Mr. P. J. Falconer, Mr. M. G. Shroff
Mr. D. W. Fay, Mr. and Mrs. A. M. Slack
Mr. H. G. Fisher, Mr. C. B. Slate
Mr. G. J. M. Flemyng, Mr. J. Spittles
Mr. and Mrs. J. N. Folwell, jr., Mr. T. C. Stafford
Mr. H. E. Foster, Mr. W. T. Stebbing
Mr. C. B. Franklin, Rev. A. J. Stevens
Mrs. Frohman, Mr. and Mrs. H. W. Stevenson & children
Mr. B. L. Frost
Mr. Denman Fuller, Capt. & Mrs. Stewart
Mr. & Mrs. J. Fuller, jr., Mrs. C. N. Thorpe
Mr. S. J. Fuller, Miss M. Thorpe
Mr. O. Gorrell, Mr. H. J. Topliss
Capt. T. A. Hall, Mr. C. H. Tricker
Mr. R. Harding, Mr. G. W. Tullidge
Mr. A. E. Hardy, Mr. & Mrs. K. E. Wahl
Mr. and Mrs. R. D. Harvey, Mr. T. Walton
Mr. and Mrs. H. G. White
Mr. B. Hempel
Mr. & Mrs. E. A. Hewett, Mr. N. J. Whitty
Mr. E. Howard, Mr. G. N. Wilcox
Capt. R. Innes, Misses E. & M. Wilcox
Mr. and Mrs. L. A. Irving, Capt. and Mrs. C. I. Williams
Mr. J. P. F. Jokl, Mr. J. T. L. Williams
Mr. R. M. Joseph, Mr. L. J. Wishart
Mr. & Mrs. Judell, Mr. J. B. Wishart
Mrs. Kekwick, Mr. P. L. Wong
Miss N. Larimer, Mr. G. G. Wood
Mr. J. D. Woods

KING EDWARD HOTEL.

Dr. Blancke, Mr. D. M. Nicholson
Mr. Harry Bramley, Mr. L. Norone
Mr. V. Burchard, Mrs. W. C. Passmore
Miss A. F. Celosge, Miss Annie Peacock
Mr. and Mrs. G. H. Corse, jr., Mr. T. Radford
Mr. L. T. Delaney, Capt. W. Reber
Mrs. W. J. Dutten, Mr. G. Reiber
Miss Dutten, Mr. D. Sibua
Mr. & Mrs. Edmondston, Mr. and Mrs. A. J. Samuel
Capt. W. Ehrhardt, Mr. Ford E. Samuel
Capt. and Mrs. Farmer and family, Mrs. James Scott
Master R. Scott
Mr. & Mrs. Haman and family, Master G. Scott
Mr. and Mrs. S. Silverstone
Mr. & Mrs. Harman, Mr. Arthur Silverstone
Mr. G. Hermeling, Mr. M. S. Silverstone
Mrs. C. M. Jack, Mr. M. L. Silverstone
Mrs. Jackson & child
Mr. and Mrs. F. J. V. Jorge, Mrs. A. G. Smith
Mr. J. E. Joseph, Mrs. J. Smith
Mr. E. Katech, Mr. & Mrs. Smith
Capt. P. A. Lepic, jun., Mrs. A. Souza
Dr. Loyal, Miss M. de Souza
Mr. A. J. MacGregor, Miss Square
Mr. C. C. Mackie, Mr. D. V. Steavenson
Mr. J. Marshall, Lt. Comdr. & Mrs. E. Stevenson
Mr. E. G. Matheson, Mr. & Mrs. A. Vagel
Mr. T. McIlroy, Dr. F. Valinguila
Mr. & Mrs. Moulder, Capt. G. Vlaveanos
Mr. & Mrs. Newson and child, Dr. E. Wagner

KINGSCLERE PRIVATE HOTEL.

Miss Baylis, Mr. E. Gaster
Capt. H. Beasley, R.A., Mrs. Hamandson
Mrs. H. Beasley, Mr. H. Hupenden
Dr. & Mrs. Bellilios, Mr. P. Hodgson
Mr. F. Levington, Mr. H. T. Jackman
Mr. and Mrs. Norman Branch, Mr. E. A. Koster
Mr. Langstein
Mr. de Bussière, Mr. A. E. Lanning
Mr. H. S. Chard, Mr. & Mrs. L. Marston
Mr. T. Chinchen, Dr. & Mrs. W. Moore
Major Chitty, Mr. R. Paterson
Mrs. Chitty and child, Mr. P. Potts
Dr. Francis Clarke, Capt. Pratt, U.S.N.
Mr. F. S. Clarke, Mrs. & Miss Pratt
Mr. Cruickshank, Mr. L. C. Reis
Lt. & Mrs. J. D'Esterre, Mrs. G. Sachse
Capt. Dooner, A.O.D., Mr. G. Gray Scott
Mrs. Dooner, Col. Seymour, A.O.D.
Mr. P. G. Falconer, Mrs. F. Seymour
Miss Fisher, Mr. F. Steinhoff
Mr. F. Forde, Mr. F. Wolf
Mr. K. Freund

HONGKONG TIDE TABLE.

From November 2nd to 8th, 1907.

	Day of Month		High Water. Hongkong Mean Time.	Height	Low Water. Hongkong Mean Time.	Height
			h. m.	ft. in.	h. m.	ft. in.
Sat.	2	m	6 9	6 3	m 0 21	4 5
			7 44 a	5 8	1 4 a	2 4
Sun.	3	m	7 10	6 4	m 1 18	3 9
			7 51 a	6 2	1 39 a	2 4
Mon.	4	m	8 3	6 5	m 2 2	3 2
			8 21 a	6 8	2 73 a	2 5
Tues.	5	m	8 51	6 6	m 2 43	2 6
			8 46 a	7 3	2 46 a	2 0
Wed.	6	m	9 44	6 5	m 3 4	2 0
			9 14 a	7 7	3 18 a	2 8
Thurs	7	m	10 33	6 2	m 4 7	1 5
			9 49 a	8 1	3 51 a	3 1
Fri.	8	m	11 26	5 9	m 4 4	1 2
			10 28 a	8 3	4 21 a	3 4

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 1st.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.95	30.10	30.00
Temperature	74	76	77
Humidity	78	72	72
Wind Direction	E	NE	E
" Force	1	1	2
Weather	cp	o	o
Rain	—	—	—

Highest open air Temperature on 31st Oct. ... 78
Lowest open air Temperature on 31st Oct. ... 66

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. E. La T. Leatham, Shanghai

Astraea, 2nd class cruiser 4360 tons, 10 guns, 7000 i.h.p., Captain C. L. Vaughan-Lee Hongkong Mirs Bay

Bedford, British cruiser, Capt. S. E. Erskine, R.N., Hongkong Mirs Bay

Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.-Comdr. G. W. Davidson, Shanghai

Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. W. L. Bamber, Shanghai

Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Shanghai

Clio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Hongkong Mirs Bay

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut-Comdr. Grasson, Hongkong

Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Capt. Roland Nugent, Shanghai

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. W. H. Darwall, Hongkong

Hart, torpedo-boat destroyer, 298 tons, 6 guns, 4000 h.p., Lieut.-Comdr. G. C. Dickens, Hongkong

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt.-Comdr. C. A. Freemantle, Hongkong

Kent, armoured, 9800, tons, 14 guns, 22000 h.p., Capt. S. V. de Y. Horsey, Hongkong

King Alfred, British cruiser, Flag ship of Vice Admiral Sir Arthur W. Moore, Commander in Chief, 14100 tons, Capt. Cecil F. Thursby, Hongkong Mirs Bay

Kinsha, river gunboat, 616 tons, Lieut.-Comdr. P. Crabtree, Yangtsze

Monmouth, cruiser, 9800 tons, Capt. J. A. Tuke, Hongkong Mirs Bay

Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. Vaughan, Samshin

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R.N., Shanghai

Otter, torpedo boat destroyer, 385 tons, 6 guns, 6300 i.h.p., Lt.-Comdr. Kiddle, Hongkong

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Walcott, West River

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. R. Tickell, West River

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. S. H. Tennyson, Yangtsze

Taku, torpedo boat destroyer, Bosn. Strath, Hongkong

Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong

Teal, river gunboat 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtsze

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Shanghai

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6300 i.h.p., Lieut Comdr. Stevenson, Hongkong

Waterwitch, surveying ship, 620 tons 450 i.h.p. Comdr. R. W. Glennie, Bais Bay

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.h., Lieut.-Comdr. H. B. Cox, Hongkong

Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt.-Comdr. G. B. Spicer-Simson Yangtsze

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. G. J. Todd, Yangtsze

Woodlark gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. J. F. Knox, Yangtsze

THE ASIATIC QUESTION IN BRITISH COLUMBIA.

Many people are asking just now what is the real cause of the hostility to the Chinese and Japanese in British Columbia, and why these people are subjected to insult and outrage in a country where they have hitherto led a peaceful and unmolested existence. So far as I was able to discover during my recent visit to British Columbia there are three principal causes for the present state of things. The first is what may be described as race hatred or the dislike of the whites for people of any other colour; the second is the alleged unfair competition of the Chinese and Japanese with white wage-earners; and the third is the use made by some of the politicians of the racial prejudice with a view to the influencing of votes. Although the recent acute crisis has attracted public attention to the presence of the Chinese and Japanese in Canada, it would be a mistake to suppose that the question upon which feeling is at present so much inflamed is a new one. On the contrary, it is a question of a good many years' standing, especially in so far the Chinese are concerned.

The number of Chinese in Canada is 17,000 or thereabouts. Their advent in any considerable numbers dates from the early sixties and the gold fever which followed on the discovery of the rich placer fields of Cariboo and Cassiar. Later, when this industry waned, numbers of the Chinese left the country, but some remained. During the construction of the Canadian Pacific Railway, however, large numbers again came in, so that as the great industries began to develop there was always a supply of labour available. In 1901 the total number of Chinese in Canada, as given by the census, was 16,792, of whom 14,376 are credited to British Columbia. Ontario had at that date 713, Quebec 1,044, Manitoba 206, New Brunswick 59, Nova Scotia 104, Prince Edward Island 4, and the Territories 287. Of those in British Columbia 2,715 resided at Victoria, 2,011 at Vancouver, 604 at Nanaimo, 505 at Union, 738 at New Westminster, 241 at Rossland, and 391 at Nelson. The Chinese come from Southern China and are of the labour or coolie class. Their presence has long been objected to by the Labour organizations of Canada from one end of the Dominion to the other, and Commissions were appointed in 1884 and in 1900 to inquire into the question of Oriental immigration. The hostility to the Chinese resulted in the imposition of a tax of $50 (£10) a head on all the Chinese entering the country. This being found ineffective to achieve its purpose the tax was increased to $100 (£20). Still the Chinese came in, and following on the report of the Royal Commission appointed in 1900 the tax was further advanced to $500 (£100) a head. For a time it seemed that this heavy tax would have the desired result. The Chinese entering British Columbia fell off to a number which was regarded as negligible. As a result of their exclusion, however, the rate of wages paid to them has very materially advanced, and the knowledge of this fact having become disseminated among the class of Chinese who are desirous of obtaining a foothold in the province, the necessary funds are now forthcoming, and larger numbers of Chinese are arriving in the country than had come in for a considerable time after the augmentation of the tax to its present amount.

Before the year 1896 no record was kept of the number of Japanese who arrived in British Columbia, but from July 1, 1896, to June 30, 1901, 13,913 Japanese are stated to have landed at Victoria, B.C. These people do not all remain in Canada. Many of them return to Japan from time to time, and others go over the border to the United States. The report of the Royal Commission of 1902 states that the Japanese of the labouring class differs from the Chinese of the same class in that he is more independent, energetic, apt and ready and anxious to adopt, at least in appearance, the manners and mode of life of the white man. He avails himself of every opportunity to learn English and often makes it a condition of his contract of hiring that he may do so . . . . The consensus of opinion of the people of British Columbia is that they do not and cannot assimilate with the white people, and that while in some respects they are less undesirable than the Chinese, in that they adopt more readily our habits of life and spend more of their earnings in the country, yet in all that goes to make for the permanent settlement of the country they are quite as serious a menace as the Chinese and keener competitors against the working man, and as they have more energy, push, and independence, more dangerous in this regard than the Chinese.

The Japanese are employed in the fisheries and lumber industries and occupations incidental to these, such as boat-building and getting out shingle bolts, cordwood, and mining timber. They are also employed in the mining industry, on railways, in sealing, as domestic servants, in farming, land clearing, and market gardening, and as tailors. When I was in British Columbia I noticed that considerable numbers of them were employed as waiters in hotels, in which capacity, as far as my experience goes, they are not satisfactory. Others had succeeded in establishing shops for the sale of trinkets, toys, picture postcards, and other articles of a miscellaneous kind.

An attempt was made by the Government and Legislature of British Columbia some nine or ten years ago to restrict the immigration of the Japanese into that province; but the legislation, being offensive to a friendly Power, was disapproved by the Imperial Government, and on August 2, 1900, the Government of Japan instructed the Governors of the Prefectures of that country to prohibit entirely for the time being the emigration of Japanese labourers for the Dominion of Canada.

The Commissioners, in their report of 1902, stated that they fully appreciated this action, and added:—

"The course adopted by the Japanese Government, if we may without presumption be permitted to say so, is most opportune, eliminating all cause of frictional irritation between Canada and Japan, and so favouring a freer trade and intercourse between the countries than could otherwise obtain.

Nothing further is needed to settle this most difficult question upon a firm basis than some assurance that the action already taken by the Government of Japan will not be revoked.

Your Commissioners desire to express their earnest hope that in the continuance of this friendly policy legislation on this subject by the Canadian Government may be rendered unnecessary. Should, however, a change of policy be adopted in this regard by the Japanese Government whereby Japanese labourers may again be permitted to emigrate to Canada, the welfare of the Province of British Columbia imperatively demands that effective measures be adopted to take the place of the inhibition now imposed by the Japanese Government.

Your Commissioners recommend that in that event an Act be passed by the Dominion Government on the lines of what is known as the Natal Act, made sufficiently stringent and effective to accomplish the desired result.

During the last few years the Japanese have again been coming into the country in considerable numbers. By an arrangement made with the Japanese Government, the number was restricted to 500 or 600 a year, exclusive of merchants, students, and those Japanese, about 8,000 in number, who have been naturalized in Canada. Last year a further treaty was concluded between Canada and Japan, who, in return for substantial trade advantages, stipulated for immigration facilities. Moreover, some thousands of Japanese coming from Hawaii, and therefore independently of the sanction of the Japanese Government, have lately entered the country, it is said, for the purpose of undertaking labour on the new Trans-Continental Railway. It is difficult to obtain accurate figures as to the number of Japanese at present in Canada, for whereas on the one hand it is contended that they do not amount to more than 6,000, of whom 3,000 are naturalized, on the other the estimate is placed at quite double this figure.

In all the principal centres of population visited by me in the course of my journey across Canada, a certain number of Chinese are to be found. In the Eastern cities they are largely engaged in the laundry business; but it is not until one reaches the Far West that one finds them installed in any considerable numbers as domestic servants, and engaged in trades and occupations of a more or less menial description. Their reputation as servants is high. The Chinaman is declared to be industrious, sober, peaceable, law-abiding, and strictly honest. He will take over the conduct of the house and fulfil his duties to the complete satisfaction of his employer. The objections to him are that he does not assimilate with the rest of the population, that his standard of living is lower than that of the European, that he undersells the labour of the latter, and that he is tending to rob Canada of its distinctive character as a white man's country. As we have seen the arguments used against the admission of the Chinese are adduced with even greater vehemence, if possible, against that of the Japanese. It is from the labouring population that the opposition to the immigration of Asiatics appears mainly to proceed. The ladies of British Columbia, being unable to obtain servants, seem to be largely in favour of the admission of the Chinese for domestic purposes, and have recently addressed, I was informed, a petition to the Provincial Legislature praying for some relief to the Chinese entering the country for the purpose of engaging in domestic service. While walking in Victoria, B.C., a few weeks ago I met a well-known resident of Vancouver Island. This gentleman, who was accompanied by his wife, said that they had visited that day every registry office and agency in the city with a view to engaging a servant, and had been unable to secure one of any kind, white or yellow. "We are now," he added, "returning servantless to a fairly large house, with no one but my wife to undertake the domestic work." Similar complaints were made to me in other places, and as the Chinese are admittedly good servants, it is not difficult to understand why their presence in this capacity should be desired. The Chinese are very largely employed in the salmon canning industry, in market gardening, in coal mining, and in saw mills. It is alleged that their presence is injurious to the country, that white men will not engage in the industries in which the Chinese compete with them, and that the competition is unfair because, whereas the white man is expected to maintain himself, his wife, and his children in a condition of respectability the Chinese have no family life to act as a drain on their resources. On the other hand, there are those who maintain that the Chinese are necessary in the present state of the country for the development of its resources, and that it is the duty of white men to fill the higher posts in the world of labour, leaving the humbler and more menial positions to be taken by the Asiatics.

The division of opinion between the different schools of thought as to labour is as sharply marked in British Columbia as it is in any country in the Old World, perhaps even more sharply.

The miners' unions of British Columbia [said a resident in Victoria who is familiar with the local conditions to me] are dominated by the Western Federation of Miners, the headquarters of which are in the United States. All our troubles are due to the influence of the Western Federation, and if the Government takes any action it ought to be with a view to preventing our unions from being affiliated to those of a foreign country. These unions to a large extent control the whole situation, as far as labour is concerned, and they are firmly opposed to the admission of the Orientals. The same people who are opposed to the entrance of Chinese and Japanese are opposed to all immigration. If they were willing to allow white people to come in here till we could fill the country with them there would be some hope for us; but they want no immigrants at all. As for the Chinese, they are most sober, industrious, and peaceable. They are hated for their virtues and not for their vices. The Japanese are bound to swarm over here. I do not believe it will be 15 years before they will insist on being placed on an equality with white men on the western seaboard of North America, both in the United States and Canada.

After the above frank and possibly extreme expression of opinion, the views of a British Columbia labour organizer will be read with interest:—

We who have been here for the last 16 or 18 years [said the Labour representative in question to me] find that there is no shortage of labour. It is cheap labour that is wanted by the capitalists, and, and in the last analysis it makes no difference whether they be Chinese, Japanese, or Englishmen who come here—the fact that the necessities of the immigrant compel him to work for less than we are working for has the same effect upon us and upon the labour market. The country is already in the possession of the big corporations. It is now practically capitalist property used for the purpose of exploiting labour. It is, however, a white man's country, and we mean to make it and keep it a working man's country into the bargain. The working men have to take possession of the reins of government and declare that this country is for the working class, to take possession of the natural resources of the country, and declare that they are for the benefit of the working class, rather than for that of the capitalist. That is what has to come about, call it Socialism or what you will. This country is developing quite fast enough.

In justice to the speaker just quoted, it should be added that he qualified his reference to the immigration of Englishmen by saying that what he objected to was organized immigration. He did not fear the immigration of individuals entering the country on their own initiative, as the Unions could get hold of them and see that they had their tickets. I found, moreover, while in British Columbia, that there was a very strong objection to the organized and assisted immigration now being carried on by the Salvation Army.

As to the statement that the country is developing quite fast enough, that, of course, is a matter of opinion. British Columbia is more than 372,000 square miles in extent—that is to say it is larger than France, Prussia, and Bavaria combined. Yet this country, which is bursting with natural riches, has a population of only some 200,000 souls.

The report of the Royal Commission on Chinese and Japanese immigration, published as a Canadian Blue-book in 1902, was a very strong indictment of both Chinese and Japanese labour, and it was on the strength of this report that the poll tax on the former was raised from $100 (£20) to $500 (£100). The Commissioners reported that the class of immigration represented by the Chinese falls far short of that standard so essential to the wellbeing of the country. From a Canadian standpoint it is injurious, and in the interests of the nation any further immigration ought to be prohibited. The great industries would not suffer. There is a surplus of this class of labour at the time ready to enter any avenue of unskilled labour that may open. If no more were admitted the supply is equal to the demand for years to come, and the change will be so gradual as to be almost imperceptible. Yet, as I have already said, the demand for labour is so great that the wages of the Chinese have been advanced to a point which makes it profitable for them to pay the heavy tax of £100 exacted from them on their entry into the country. The proceedings of the Ninth Annual Convention of the Associated Boards of Eastern British Columbia held at Greenwood B.C., on March 13, 14 and 15 of this year, contains the following passage which I extract from the President's address:—

A good criterion of the prosperity of a country is the condition of its labouring men. From this standpoint our territory compares favourably with any other country. . . . In lumber camps and saw mills there has been a continual scarcity of labour, and the fruit growing industry is almost at a standstill, and is likely to so remain until the advent of a class of labour not at present to be found in this country.

The annual report of the Minister of Mines of the province of British Columbia for the year ended December 31, 1906, after referring to the increased local consumption and export of coke, proceeds:—

While these increases are very considerable, they are not nearly as great as they would have been but for the shortage of labour at the various collieries, which were, therefore, quite unable to satisfy the demand for fuel. A fuel famine seemed to be imminent, and, as a matter of fact, in the spring of 1907 coke had to be and was imported, a cargo of some 3,000 tons having been received by the Crofton smelter from Australia.

The agitation against the Chinese and Japanese has, I was informed, the support of the labour unions throughout the country, and pressure is being brought to bear upon the members of both political parties in view of the approaching election, which may take place next year, to favour action hostile to Oriental immigration. A well-informed correspondent wrote to me before I left Canada that if Mr. Borden, the leader of the Opposition, were to side with the Anti-Asiatics he would sweep the country in so far as the constituencies were controlled by the labour vote. No doubt Mr. Borden is alive to the electoral possibilities of such a course, but he is certainly also alive to the Imperial interests which are involved in this momentous question.—*Times.*

BANKS

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(INCORPORATED BY SPECIAL IMPERIAL CHARTER

CAPITAL SUBSCRIBED ....Yen 5,000,000
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3, DES VŒUX ROAD.

Interest allowed on Current Account Deposits received on terms which may be on application.

D. TOHDOW, Manager.
Hongkong, 5th April, 1907. 1750

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No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSON, Manager.
Hongkong 24th July, 1907. 1699

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
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SILVER 11,750,000
$21,750,000
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J. R. M. SMITH, Chief Manager.
Hongkong, 17th August, 1907. 21

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 12th January, 1907. 22

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(NETHERLANDS INDIA COMMERCIAL BANK

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Authorised Capital Fl. 15,000,000 (£1,250,000)
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do. 6 do. 3½% do.
do. 3 do. 3% do.

J. BOETJE Manager.
271 No. 16, Des Vœux Road Central

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EVAN ORMISTON Manager.
Hongkong, 30th April, 1907. 24

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„ „ „ „ 3 „ 3% „ „

TAKEO TAKAMICHI, Manager.
Hongkong, 25th September, 1907. 560

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On Current Accounts 2% per annum on daily balances.
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„ do. 6 do. 4% do.
„ do. 3 do. 3½% do.

J. L. VAN HOUTEN. Agent.
Hongkong, 8th June, 1907. 26

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F. JUNG, Manager.
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JOHN ARMSTRONG, Manager.
Hongkong, 16th May, 1907. 115

ON SALE.

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PLAN OF TSINGTAU (KIAOCHAU)
PLAN OF FOREIGN CONCESSION, SHANGHAI;
PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF THE PEAK
PLAN OF NEW TERRITORY (KOWLOON)
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TREATIES WITH CHINA

Great Britain:—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France:—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States:—Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany:—Tientsin, 1861; Peking, 1880; Kiaochau Convention, 1898; Railway and Mining Concession, 1898.

Japan:—Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903

Russian:—S. Petersburg, 1881; Russian Land Trade, 1881.

Portugal, 1888; Commercial Treat, 1094.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention 1895; Russia, Agreements as to Corea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876, Japan, 1905. United States, 1882; Great Britain, 1895.

TREATIES WITH SIAM.

Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1893; Russia, 1899.
Great Britain and France, Siamese Frontier.
Great Britain and Russia, Railway Convention 1899.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, and in Siam, Rules of H.B.M.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Court Fees; Rules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; Harbour Regulations for Japan.

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Hongkong, 18th May, 1904.

AVERAGE MARKET PRICES.

October 25th, 1907.

The Prices are given in Dollar Cents.

BUTCHER MEAT.

肉扒龍美	Mei Lung Pà Yuk—Beef, sirloin & prime cut .... lb.	20
肉牛鹹	Ham Ngau Yok—Corned Beef „	20
肉牛燒	Shiu Ngau Yok—Roast Beef.... „	20
腩牛	Ngau Lam—Breast of Beef...... „	15
肉湯	Tong Yok—Beef for soup.......... „	15
扒肉牛	Ngau Yok Pa—Beef Steak....... „	20
腸肉牛	Ngau Yok Ch'ong—Sausages... „	26
腦牛	Ngau Nô—Bullock's Brains per set	10
	Ngau Lok—Beef Steak, Sirloin „	30
	Ngau Lo—Bullock's Tongue, fresh each	60
脷牛鹹	Ham Ngau Le— „ corned „	55
頭牛	Ngau Tau—Bullock's Head ... „	80
心牛	Ngau Sam— „ Heart ... lb.	12
腱牛鹹	Ham Ngau Kin—Beef Hump, salt .... „	20
腳牛	Ngau Kök—Bullock's Feet ... each	7
腰牛	Ngau Iu—Bullock's Kidney ... „	10
尾牛	Ngau Mei—Bullock's Tail .... „	17
肝牛	Ngau Kon—Bullock's Liver ... lb.	12
肚牛	Ngau T'o—Bullock's Tripe, undressed „	7
腳頭仔牛	Ngau Tsai T'au Kök—Calves, head and Feet........................set	1.00
骨排羊	Yöng Pai Kwat—Mutton Chop lb.	24
髀羊	Yöng Pe—Leg of Mutton...... „	24
手羊	Yöng Shau—Mutton Shoulder „	20
頭羊	Yöng T'au—Sheeps' Head per set	60
心羊	Yöng Sam—Sheeps' Heart ... lb.	6
腰羊	Yöng Iu—Sheeps' Kidneys ... „	10
肝羊	Yöng Kon—Sheeps' Liver ... lb.	24
腳豬	Chü Kök—Pigs' Feet .... „	14
腦豬	Chü Nô—Pig Brains ....per set	2
雜豬	Chü Tsàp—Pigs' Fry .... lb	12
頭豬	Chü T'au—Pig's Heads........... „	12
腰豬	Chü Iu—Pigs' Kidney ....pair	12
骨排豬	Chü P'ai Kwat—Pork Chop ... „	24
心豬	Chü Sam—Pig's Heart ...... each	10
肝豬	Chü Kon—Pig's Liver .... lb.	30
仔豬	Chü Tsai—Sucking Pigs (to order) .... „	—
油牛生	Shang Ngau Yau—Beef Suet „	16
油羊生	Shang Yöng Yau—Mutton Suet	24
仔牛	Ngau Tsai—Veal .... „	20
腸臘牛	Ngau Láp Ch'öng—Beef Sausages „	26
腸臘牛	Ngau Láp Ch'öng—Veal „ „	20

POULTRY.

仔雞	Kai Tsai—Chicken .... „	26
雞騸	Sin Kai—Capons .... „	20
鳩斑	Pan Kau—Doves .... each	14
[illegible]	Sang Sheng Shöü Ap—Wild Duck,	80
鴨	Ap—Ducks........................ lb.	18
蛋雞	Kai Tan—Hen's Eggs .... doz.	23
雞	Kai—Fowls, Canton ....lb.	32
雞南海	Hoi Nám Kai—Fowls, Hainan... „	25
鵝	Ngoa—Geese .... „	25
鵝野海上	Shöng Hoi Yä Ngoa—Geese, Wild „ Shanghai .... pair	—
鴿白	Pak Kop—Pigeons {Canton each	21
	{Hoihow „	23
鶉鵪	Om Ch'un—Quail............... „	21
仔兎	Tó Tsai—Hare .... „	—
雞山	Shán Kai—Pheasant .... „	—
鴣鷓	Chä Ku—Partridge .... each	70
雀花禾	Woa Fá Tsök—Rice Birds ... doz	60
[illegible]	So Ts'oi—Snipe.................. each	25
鴨水	Shöü Ap—Teal .... „	80
公雞火	Foa Kai Kung—Turkeys, Cock lb.	60
乸雞火	Foa Kai Mo—Turkeys, Hen ... „	45

FISH.

[illegible]	Kai Yü—Barbel .... „	14
魚扁	Pin Yü—Bream .... „	16
魚水淡	Tam Shöü Yü—Canton Fresh-water Fish .... „	16
魚鯉	Le Qü—Carp .... „	14
[illegible]	Ch'ök Yü—Cat Fish............. „	12
魚鰻	Man Yü—Codfish.................. „	14
蟹	Hai—Crabs .... „	13
魚墨	Mak Yü—Cuttle Fish .... „	16
[illegible]	Shä Máng Yü—Dab.............. „	18
[illegible]	Wong Mei Lun—Dace............. „	12
[illegible]	Tit Tó Shá—Dog Fish............. „	10
鱔海	Hoi Sin—Eels, Conger .... „	14
	Tám Shüi Sin—Eels, Fresh water .... „	15
	Wong San—Eels, Yellow ...... „	18
雞田	T'in Kai—Frogs .... „	30
斑石	Shäk Pan—Garoupa .... „	18
[illegible]	Pak Kap Yu—Gudgeon .... „	14
	Tso Pak Yu—Herrings .... „	20
	Halibut............................... „	20
魚花黃	Wong Fá Yü—Labrus .... „	20
蝦龍	Lung Hà—Lobsters .... „	22
[illegible]	Shi Yü—Mackerel .... „	18
	Loach.................................. „	28
[illegible]	Chai Yü—Mullet .... „	12
[illegible]	Mong Yü—Monk Fish ...... lb.	18
蠔生	Sing Hó—Oysters .... „	25
魚公雞	Kai Kung Yü—Parrot Fish... „	25
[illegible]	Tau Lo—Perch .... „	20
[illegible]	Hau Tsz Yü—Pike................ „	10
[illegible]	Fa Po Tun—Plaice .... „	20
鯧白	Pák Ch'ong—Pomfret, White „	25
鯧黑	Hák Ch'ong— „ Black... „	20
蝦明	Ming Hä—Prawns .... „	35
沙琶琵	Pi Pa Sa—Ray .... „	10
公狗石	Sik Kau Kung—Rock Fish ... „	14
[illegible]	Ch'un Yü—Roach .... „	32
[illegible]	Sa Yü—Shark .... „	10
魚友馬	Ma Yau Yü—Salmon, Canton „	32
[illegible]	Shang Yü—Salmon, Fresh Water „	32
蝦	Hä—Shrimps .... „	24
[illegible]	P'ó Yü—Skate .... „	12
魚立	Lap Yü—Snapper .... „	13
魚沙撻	T'át Sa Yü—Soles................. „	24
[illegible]	Wän Yü—Tench .... „	18
魚口左	Tso Hau Yü—Turbot .... „	26
[illegible]	Kök Yü—Turtles, small, fresh-water .... „	60
[illegible]	Pák Bit Yü—White Bait .... „	—

FRUITS.

仁杏	Hang Yan—Almonds .... „	18
果平山金	Kam Shan Ping Ko—Apples, California .... „	25
果平津天	Tin T'sun Pin Ko—Apples, C'foo „	—
棠海	Hoi Tong—Apples, small, Chefoo „	—
枝番	Fan Chi—Apples, Custard, Macoa .... each	—
果平本日	Yat Pun Ping Ko—Apples, Japanese .... lb.	—
[illegible]	Shang Sheg Heung Tsiu—Bananas, fragrant, Canton „	3
蕉香山	Shang Heung Tsiu—Bananas brides, Macao .... „	5
桃楊	Yeung T'ó—Carambola .... „	6
栗風	Fung Nut—Chestnuts, Chinese „	12
子椰	Ye Tsz—Cocoanuts ....each	10
子提蒲	P'ó Tai Tsz—Grapes... 1st ql. lb.	40
檬檸	Ning Mong—Lemons, Chinese „	6
檬檸山金	Kam Shang Lingmon—Lemon, ql. American ....each	5
枝荔	Lai Chi—Lichees, Fresh......1st ql.	—
	„ „ ......2nd „	—
	„ „ ......3rd „	—
乾枝荔	Lai Chi Kon—Lichees, Small lb.	25
檬檸	Ning Mong—Limes, Saigon...... „	8
芒宋呂	Lui Sung Mong—Mango, Manila	
芒南安	On Nan Mong—Mango, Saigon „	—
子竹山	Shan Chuk Tsz—Mangosteens, per 100 ....1st	—
瓜西洋	Yong Sai Kwä—Water Melon, American..................... per lb.	
瓜西	Sai Kwä—Water Melons China lb.	
瓜香	Hong Kwä—Musk Melon American............................ each	
	Passion Fruit, American...each	—
子竹山	Mangoesteen .... „	—
	Papaw 1st........................... lb	—
	„ 2nd.............................. „	—
欖白	Pak Lam—Olives .... „	—
橙	Ch'ang—Oranges, Am., Sweet „	20
橙潮州	Chiu Chau Ch'ang—Oranges Swatow .... „	
橙門澳	O Mun Ch'ang—Oranges, Macao „	—
桔沙硃	Chu Sä Kat— „ Small „	—
桔甜	Tim Kat— „ Mandarin „	—
生花	Fa Shang—Peanuts .... „	1
梨雪海上	S'hai Süt Li—Pears, American lb.	—
[illegible]	Sin Tsi—Pears, Cooking, Canton „	12
梨沙	Sä Li—Pears, Shanghai .... „	
柿紅	Hung Tsi—Persiminons large „	6
李紅	Hung Li—Plums, Swatow...... „	—
[illegible]	Pun Ti Po Lo—Pineapple ...... „	—
	Pineapple Coong only...2nd „	—
	„ „ 3rd „	—
蕉大	Tai Tsiu—Plantains .... „	2
柚綠	Luk Yau—Pumelo, Amoy ...each	
柚綠羅暹	Chim Lo Luk Yau—Pumelo, Siam „	8
[illegible]	San Hop T'ó—Walnuts, Fresh lb	
桃合	Hop T'ó—Walnuts, Green	12
	Shanghai Lo Kwat, lb. .... „	—

VEGETABLES, &c.

筍竹丫海上	Shanghai Yä Chi Chuk—Artichokes, Shanghai	5
菜鬚龍	Loong Soo Ts'oi—Asparagus.. doz.	—
筍竹	Chuk Sun—Bamboo Shoots ... lb.	—
菜芽	Ngä Tsöi—Beans, Sprout ...... „	3
角豆	Tau Kok— „ Long.......... „	10
[illegible]	Min Tau— „ Broad .... „	10
[illegible]	Pin Tau— „ French, S'hai „	
豆邊門澳	O Moon Bin Tau—Beans Macao (French) .... „	10
菜頭紅	Hung Tau Ts'oi—Beetroot... each	2
[illegible]	Kau Sun—Cane Sho ....bundle	3
茄青	Ts'ing Ke—Brinjals, Green... lb.	4
茄元	Yuen Ke— „ Red.......... „	4
菜白	Pak Ts'oi—Brassica .... „	4
筍竹	Chuk Shun—Bamboo Shoots „	
菜芥	Kai Ts'oi—Cabbage, Chinese „	4
菜芥海上	S'hai Kai Ts'oi— „ Shanghai each	10
筍金	Kam Sün—Carrots .... lb.	5
花菜椰	Ye Ts'oi Fá—Cauliflower..... each	—
花菜椰大	Ta Ye Tsoi Fá— „ Large Size	—
花菜椰中	Chung Ye Ts'oi Fä—Cauliflower, Med. Size	10
菜芹	Can Ts'oi—Celery, China ...... lb.	8
菜芹洋	Yeung Can Ts'oi—Celery, Eng. „	
瓜苦	Fu Kwa—Bitter Squash .... „	3
椒辣乾	Kon Lat Chiu—Chilies, Dried „	10
椒辣青	Ts'ing Lat Tsiu—Chilies, Green „	10
椒花紅	Hung Fá Tsiu—Chilies, Red... „	10
瓜青	Ts'ing Kwa—Cucumbers .... „	1
料菜喱加	Ká Li Ts'oi Liu—Curry Stuff, English .... „	—
[illegible]	Ch'ung Tau—Garlic.............. „	6
薑老	Lö Keung—Ginger, old .... „	8
薑子	Tsz Keung—Ginger, young ... „	8
豆青	Ts'ing Tau—Green Peas .... „	—
[illegible]	Kan'Lik—Horse Radish, S'hai „	25
米粟	Suk Mai—Sweet Corn...........piece	
生菜洋	Yeung Shang Ts'oi—Lettuce... „	—
	Mush Melon.......................... „	—
菇草生	Shang Tsó Ku—Mushrooms, fresh .... lb.	35
茄毛	Mo Ke—Ochra .... „	
頭蔥洋	Young Ts'ung Tau—Onions, B'bay,	10
蔥生	Shang Ts'ung—Onions, Green... „	4
頭蔥本日	Yat Pun Ts'ung Tau—Onions, Japanese .... „	—
頭蔥海上	Shanghai Ts'ung Tau—Onions, Shanghai .... „	4
茄毛	Mó ka—Okroes .... „	
荽芫洋	Yeung Yuen Si—Parsley, Eng. bundle. ... ... per lb	$1.50
仔薯州福	Foochow Shu Tsai—Potatoes, Foochow .... lb	3
仔薯海上	Shanghai Shu Tsai—Potatoe, Shanghai .... lb.	8
仔薯本日	Yat Pun Shu Tsai—Potatoes, Japanese .... „	3
仔薯門澳	O Mun Shu Tsai—Potatoes, Macao .... „	6
仔薯旗花	Fa Ke Shu Tsai—Potatoes, American .... „	
薯番	Fan Shu—Potatoes, Sweet...... „	3
瓜冬	Tung Kwa—Pumpkin.............. „	3
菜仔豬	Chü Tsai Ts'oi—Purslane .... „	3
仔白蘿紅	Hung Lo Pak Tsai—Radish ... „	3
菜椰	Ye Ts'oi—Cabbage Root ....each	—
頭蔥乾	Kon Ts'ung Tau—Shalots ...... lb.	8
菜莧	Yin Ts'oi—Spinach .... „	5
頭芋	Fü Tau—Taros......................... „	8
茄番	Fan Ke—Tomatoes................. „	8
蔔蘿	Lo Pak—Spinach Chinese....... „	2
角豆	Tau kok.................................. „	8
藕蓮	Lin Ngau—Lily Root.............. „	6
蔔蘿洋	Yeung Lo Pak—Turnips, Eng. „	—
瓜節	Tsit Kwa—Vegetable Marrow, American .... „	—
蹄馬	Mä Tai — Water Chestnuts, Common .... „	10
蹄馬林桂	Kwei Lam Ma Tai—Water Chestnuts, Mandarin „	—
蹄馬	..... „	10
菜洋西	Sai Yueng Ts'oi—Water Cresses „	5
薯大	Tai Shü—Yams...................... „	4
	Sage per bundle	

C. W. BRETT Inspector.

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G. A. WOODCOCK, Secretary, Sanitary Board.

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Hongkong, 22nd December, 1903.

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AMERICA'S RICHEST HEIRESS.

MISS VANDERBILT TO MARRY AN AUSTRIAN NOBLEMAN

It is announced unofficially that Miss Gladys Vanderbilt, the youngest daughter of the late Mr. Cornelius Vanderbilt, is engaged to be married to an Austrian nobleman.

An official announcement by the family will probably be made soon.

The name of the nobleman has not been divulged.

Miss Gladys Vanderbilt has been styled "America's richest heiress." Her personal fortune, including inheritances from her father and mother, is estimated at more than £6,000,000.

Miss Vanderbilt, who was born in 1885, is the youngest of the five children of the late Cornelius Vanderbilt, who died eight years ago.

More than 500 American girls have married titled foreigners, bu Miss Gladys Vanderbilt is the richest of them all. The following table, which was compiled by a New York newspaper, shows the estimated fortunes of ten Americans who married English noblemen:—

Duchess of Marlborough	£2,000,000
Lilian Duchess of Marlborough	800,000
Duchess of Roxburghe	2,000,000
Duchess of Manchester	400,000
Consuelo Duchess of Manchester	200,000
Lady Curzon	1,000,000
Cora Countess of Strafford... ...	200,000
Countess Craven	200,000
Countess of Donoughmore... ...	100,000
Countess of Yarmouth	200,000

The total dowry of the American girls who have married titled forigners is estimated at £33,000,000.

Miss Anna Gould, daughter of Mr. Jay Gould, is said to have been worth from £1,200,000 to £1,600,000 when she married Count Boni de Castellane. Not more than £200,000, however, was ever under the individual control of the Count.

Miss Grant, grand daughter of General U. S. Grant, married Prince Cantacuzene of Russia in 1899.

Miss Susan Whittier, daughter of General Charles A. Whittier, married Prince Serge Beloselsky of Russia.

Miss Marguerite Stone, of New York married Count Boroldingen, of Austria.

Miss Helen Morton, daughter of the late Mr. Levi P. Morton, married the Duc de Valency, of France.

Other American wives of titled foreigners are the Princess Colonna (Miss Mackay) the Countess Festetics (Miss Haggin), Princess Hatzfeldt (Miss Huntington), each of whom had a dowry of £200,000.

Miss Margaret Taylor, married Count Imperatori, of Italy, while the latter was playing in an orchestra at Sherry's Restaurant, New York, and Miss Emily Moskel, of Brooklyn, married Count Ferrari, also of Italy, when he was a waiter at the World's Fair, Chicago.

The most melancholy case was that of the Baron Takacs de Kis-joks, of Hungary, who married the daughter of Mr. Charles Hart, of Cleveland, got only £30 for the honeymoon, and was afterwards put on an allowance of £16 a month.

CHURCH SERVICES.

ST. PETER'S CHURCH Queen's Road, West—23rd Sunday after Trinity. Morning Prayer 11 a.m. Venite, Russell; Te Deum, Russell; Hymns, 51, 523, 591 and 218; Kyrie, Abba. Holy Communion 12.15. Evening Prayer, 6.30. Magnificat, Garrett; Nunc Dimittis, Macfarren; Hymns, 274, 327, 593 and 16.

The Church launch, *Dayspring*, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards. All the sittings are free and unappropriated, Visitors welcome. Books, &c, provided.

Sunday School 10—10.45 a.m.

ST. ANDREW'S, Kowloon.—(Robinson Road, near British School.) Sundays:—Holy Communion 1st and 5th Sundays in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon, at 6 p.m.; Children's Service (and Baptisms, if necessary) on 3rd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday:—Shortened Evening Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service. Appropriated sittings are reserved up to that time only. Churchings before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

ST. JOSEPH'S CHURCH, Garden Road (Roman Catholic), Mass, Benediction and Sermon in English, at 10 a.m.

WEATHER REPORT.

On the 1st at 11.55 a.m.—The barometer has risen moderately to considerably over the China coast and Japan respectively.

An area of high pressure lies over the Yellow Sea, and the lowest pressure is over the Pacific to the N.E. of Japan. Gradients are moderate to slight.

Fresh monsoon may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, moderate; fair.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamocks.	Same as No. 1.
South coast of China between Hongkong and Hainan..	Same as No. 2.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 1st November, 1907.—Business has been quieter during the past week, owing mainly to the continued financial stringency, and to some extent the reluctance of holders to meet the ideas of prospective purchasers for the stocks chiefly in request. Rates, however, have remained fairly steady and in some instances give promise of material improvement under easier financial conditions. Exchange closes at 2/3⅛ T/T on London, and at 74 T/T on Shanghai.

BANKS.—Hongkong and Shanghais have again been booked at $365 (old) $660 (new) at which rates a few more shares are probably procurable. The London quotations are slightly lower at £75 and £74/10 respectively. Nationals continue quiet with a reported sale of a small parcel at $51.

MARINE INSURANCES.—Unions have strengthened considerably, and can now be placed at $780 after sales at the rate. North Chinas are also firmer and in request at the improved rate of Tls. 73½. Yangtszes continue on offer at $170, but selling orders-for-Cantons have been withdrawn, and it is doubtful if shares are procurable at the nominal quotation of $150.

FIRE INSURANCES.—Hongkongs are wanted at $302½, and it is probable that a higher rate would be paid for a suitable parcel. Chinas continue in request at $88.

SHIPPING.—Hongkong Canton and Macaos have been booked at $29, $29½ and $29¼, closing with buyers at the latter rate. Shells are procurable at 43/-. Other stocks under this heading are unchanged and without business.

REFINERIES.—China Sugars and Luzons continue on offer at quotations, but without attracting buyers.

MINING.—Raubs have been fixed at $9, and more shares could probably be placed. Charbonnages continue in request at $470.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks are quite with sellers at $103. Hongkong and Kowloon Wharves have been booked at $67, at which rate the market closes steady. Shanghai Docks are somewhat easier in the North at Tls. 71½, but Shanghai and Hongkew Wharves have improved, and are now quoted at Tls. 201.

LANDS, HOTELS AND BUILDINGS.—Quotations are unchanged and we have heard of no business in this section.

COTTON MILLS.—Ewos have declined to Tls. 55, and Internationals to Tls. 52. Other stocks under this heading are unchanged, and without business.

MISCELLANEOUS.—The chief feature in this section have been the sudden and unexpected advance in China providents from $9 in the early part of the week to $9½ and afterwards to $9¾, falling away, however, almost immediately to $9½, and latter to $9¼, the market closing with probable sellers at the latter rate. China Borneos have been booked at $10 and more shares are wanted. Green Island Cements have been in fair request, and sales have been effected at $11¾ and $11½, market closing quieter at $11¾ sellers. Electrics have been booked at $147. Watkins at $2½, and Watsons at $11, the latter closing with sellers. Union Water Boats have declined to $11½.

HEAVY COATS AND THIN DRESSES.

NOVELTY IN FASHIONS FOR THE WINTER.

Heavy coats and thin dresses are the garments in which fashion has decreed that its votaries must clothe themselves this season.

The useful coat and skirt of the same cloth that women have clung to for years are relegated to the background, and the few to be seen are made with the coats so long that they might just as well be called paletots.

All the new coats, for walking as well as evening wear, reach to the wearer's heels, are tight or semi-tight fitting, and are all carried out in the warmest possible materials—velvet, cheviot, heavy face cloth, and woollens of every description.

Some of the walking coats are lined with faeger-cloth for extra warmth; if an evening coat is made of silk it is wadded heavily, and some have even a little velvet waistcoat trimmed with fur at the neck and fronts, and made in one with the coat, to give the wearer greater protection from the cold.

Handsome as they are, these coats would be decidedly cumbersome if worn over dresses of the ordinary winter fabrics. All the leading modistes are using the lightest cashmeres and beiges for walking costumes, or a specially thin face-cloth woven in quarter-inch stripes of light and dark shades of the fashionable brown or mole colour.

This is a very pretty material, and quite novel both in design and texture. The bodices are made in a style to which women generally say farewell in October, for they still have transparent sleeves and plastrons or are elaborately trimmed with fine lace or embroidered chiffon.

SHIPPING.

ARRIVALS.

ANGHIN, German str., 1,001, C. Kumpel, 1st November—Bangkok and Swatow 31st Oct Rice and Wood—Butterfield & Swire.

CHEONGSHING, British str., 1,256, P. M. B. Lake, 1st Nov.—Tientsin via Coast Ports 25th October, General—Jardine, Matheson & Co

EASTERN, British str., 2,272, W. G. McArthur, 1st November—Australia 9th, and Manila 30th Oct., General—Gibb, Livingston & Co.

HANGSANG, British str., 1st Nov.—Canton.

HUPEH, British str., 1,204 H. Mathias, 31st Oct —Haiphong 29th and Hoihow 30th Oct., General—Butterfield & Swire.

KENT, British cruiser, 1st Nov.—Mirs Bay.

OANFA, British str., 5,869, W. Cope Lysett, 1st November—Manila 30th October, General —Butterfield & Swire.

OVID, British str., 2,686, L. Cubitt, 1st Nov.—New York 1st Sept., General—Order.

PAKHOI, British str., 1,054, French, 1st Nov. —Swatow 31st Oct., General—Butterfield & Swire.

STANDARD, Norwegian str., 894, H. N. Bull, 1st November—Chefoo 26th Oct., Beans and Groundnuts—Wallem & Co.

TAISHUN, Chinese str., 1st Nov.—Canton.

WILMINGTON, American gunboat, W. R. Rush 1st November—Swatow 31st October.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
1st November.

Cheongshing, British str., for Canton.
Delhi, British str, for Europe, &c.
Hongmoh, British str., for Amoy.
Idomeneus, British str., for Saigon.
Kanagawa Maru, Japanese str., for Kobe.
Laertes, British str., for Saigon.
Mathilde, German str., for Hoihow.
Ovid, British str., for Dalny.
Pakhoi, British str., for Canton.
Zafiro, British str., for Manila.

DEPARTURES.

1st November.

DEVANHA, British str., for Shanghai.
HONGKONG, French str., for Haiphong.
KOREA, American str., for San Francisco.
NIKKO MARU, Japanese str., for Manila.
PRONTO, Norwegian str., for Haiphong.
SHOSHU MARU, Japanese str., for Swatow.
SIGNAL, German str., for Haiphong.
TAMBA MARU, Japanese str., for Singapore.
YUENSANG, British str., for Manila.

SHIPPING REPORTS.

The British str. *Pakhoi* reports: Fresh N. E. breeze and clear.

The British str. *Cheongshing* reports: Strong monsoon, high sea and thick equally weather.

VESSELS IN DOCK.

November 1st.

ABERDEEN DOCKS.—

KOWLOON DOCKS—*Kinshan, Neil Mcleod, Chanwai, Fatshan, Singan.*

COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 2nd November at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s "MOLTAN," 9,600 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT," due in London on 14th December, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 2nd November, 1907. 1

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain A. Stewart, will be despatched for the above Ports TO-DAY, the 2nd November, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 29th October, 1907. 1737

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain E. Fey, will be despatched for the above ports on TUESDAY, the 5th Nov., at 3 P.M.

For Freight or Passage, apply to
DAVID SASSON & Co., LTD.,
Agents.

Hongkong, 30th October, 1907. 1738

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama.)

With option to Call at Mexican and other Coast Ports.

Steamers	Tons	
"KATHARINE PARK"	5,000	End of Nov.
"KASATO MARU"	6,100	Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager,
York Building.

Hongkong, 12th October, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	About 6th inst.
MARSEILLES, &c., VIA PORTS OF CALL	ERNEST SIMONS	Fren. str.	—	Girard	MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN	CANTON	Swed. str.	—		MELCHERS & Co.	End of November.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Brohmer	HAMBURG-AMERIKA LINIE	On 25th inst.
NAPLES, GENOA, ALGIERS GIBRALTAR &c.	ROON	Ger. str.	—	G. Meiners	MELCHERS & Co.	On 6th inst., at Noon.
NAPLES & GENOA VIA SINGAPORE &c	ISCHIA	Ital. str.	—	Dini	CARLOWITZ & Co.	On 11th inst., at Noon.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 11th December.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 9th January, 1908.
TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Aus. str.	—	A Petris	SANDER, WIELER & Co.	About 21st inst.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	KIEW	Rus. str.	—		MELCHERS & Co.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	OCEAN MONARCH	Am. str.	—		SHEWAN TOMES & Co.	On 8th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SCHUYLKILL	Brit str.	—	Anderson	STANDARD OIL Co.	On 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 6th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 21st inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & Co., LTD.	On 15th inst.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KATHERINE PARK	Brit. str.	—		TOYO KISEN KAISHA	End of November.
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	W. von Sendon	MELCHERS & Co.	On 7th inst., at Noon.
MOJI	NICHIBEI MARU	Jap. str.	—	R. Minagawa	MITSUI BUSSAN KAISHA	On 11th inst., at 5 P.M.
KOBE	TSINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	About 15th inst.
JAPAN	TJILIWONG	Dut. str.	—	Jurriaanse	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENTSIN	CHEONGSHING	Brit. str.	—	T. H. Lishman	JARDINE, MATHESON & Co., LD.	On 4th inst., at 4 P.M.
CHEFOO & TIENTSIN	KUEICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight
SHANGHAI, MOJI, KOBE & YOKOHAMA	PALERMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	About 2nd inst.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Swed. str.	—		MELCHERS & Co.	To-day.
SHANGHAI VIA NINGPO	WAISHING	Brit. str.	—	W. F. Bichard	JARDINE, MATHESON & Co. LD.	On 4th inst., at 10 A.M.
SHANGHAI (DIRECT)	YOCHOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	Ger. str.	—	G. Roth	MELCHERS & Co.	On 5th inst.
SHANGHAI, KOBE & YOKOHAMA	SILESIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 5th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAESSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 8th inst., at 3 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 10th inst.
SHANGHAI, KOBE & YOKOHAMA	DORTMUND	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI, YOKOHAMA, & KOBE	SIAM	Dan. str.	—		MELCHERS & Co.	End of November.
NINGPO & SHANGHAI	PAKHOI	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 5th inst., at 4 P.M.
ANPING (DIRECT)	FRITHJOF	Nor. str.	—	O. Anderson	OSAKA SHOSEN KAISHA	To-day, at Noon.
TAMSUI VIA SWATOW & AMOY	JOSHIN MARU	Jap. str.	—	H. S. Smith	OSAKA SHOSEN KAISHA	To-morrow, at 9 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	To-day, at 4 P.M
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Rosch	DOUGLAS LAPRAIK & Co.	On 5th inst., at 9 A.M.
SWATOW & SHANGHAI	KWANGSE	Brit. str.	1 m.	A. Stott	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
SWATOW & SHANGHAI	KIUKIANG	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
SWATOW & SHANGHAI	SHAOHSING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
HAIPHONG (DIRECT)	HUPEH	Brit. str.	1 m.	A. Mathias	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
HOILOW, PAKHOI & HAIPHONG	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 5th inst., at D'light
MANILA	ZAFIRO	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	To-day.
MANILA	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 5th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 8th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 9th inst.
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
SANDAKAN	MAUSANG	Brit. str.	—	R. Houghton	JARDINE, MATHESON & Co., LD.	On 7th inst., at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	Beginning of November.
SINGAPORE, PENANG & CALCUTTA	ARRATOON APCAR	Brit. str.	—	A. Stewart	DAVID SASSON & Co., LTD.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	E. Fey	DAVID SASSOON & Co., LTD.	On 5th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	W. E. Sawer	JARDINE, MATHESON & Co., LD.	On 12th inst., at 3 P.M.
JAVA PORTS	TJIPANAS	Dut. str.	—	Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 2nd November.
RUBI	2540	R. W. Almond	Manila	On 9th November.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGER.

Hongkong, 2nd November, 1907. 15

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "OCEAN MONARCH" ... On 8th November.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hgonkong, 2nd November, 1907 16

EAST ASIATIC CO., LD.,

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC Co., LD

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 2nd November.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	End of November
MARSEILLES, HAVRE and COPENHAGEN	"CANTON"	End of November.

For Further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 1st November, 1907. 9

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
† SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 3rd Nov., D'light
† SHANGHAI VIA NINGPO	"WAISHING"	Monday, 4th Nov., 10 A.M.
* TIENTSIN	"CHEONGSHING"	Monday, 4th Nov., 4 P.M.
‡ SANDAKAN	"MAUSANG"	Thursday, 7th Nov., 4 P.M.
†* SH'HAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Friday, 8th Nov., 3 P.M.
* MANILA	"LOONGSANG"	Friday, 8th Nov., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 12th Nov., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore	1st Class, Single $ 65.	Return $100	
Penang	" " 85.	" 120	
Calcutta	" " 165.	" 250	

* These Steamers have super accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 2nd November, 1907. 18

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers Returntickets issued at reduced rates available for two years. Throughtickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SILESIA ... 5th November
SCANDIA ... 2nd December

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG

* HOHENSTAUFEN 30th October
SILESIA ... 11th December
SCANDIA ... 9th January

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

SILESIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 5th Nov.
DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Nov.
SCANDIA ... FOR SHANGHAI, KOBE & YOHAKOMA ... 2nd Dec.
C. FERD. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SITHONIA ... HAVRE & HAMBURG ... 25th Nov.
* SILESIA ... NAPLES, HAVRE & HAMBURG ... 11th Dec.
... HAVRE & HAMBURG ... 25th Dec.
SCANDIA ... NAPLES, HAVRE & HAMBURG ... 9th Jan.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amidship. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
* SHAWMUT	9,606	E. V. Roberts	On 15th November.
* TREMONT	9,606	T. W. Garlick	On 10th December.
‡ SUVERIC	6,232	W. Shotton	On 4th January, 1908.
‡ KUMERIC	6,232	Cowley	On 28th January, 1908.

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 1st November, 1907. 7

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR NAPLES, AND GENOA.
(Without transhipment in Bombay.)

VIA SINGAPORE, PENANG AND BOMBAY.

(Taking cargo at conference rates less 2/6d and usual rebates.)

Having connection with Company's Mail Steamers to MESSINA; and LEGHORN also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Dini, will be despatched as above on MONDAY, the 11th Nov., at NOON.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 1st November, 1907. 4

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"ERNEST SIMONS",

Captain Girard, will be despatched for MARSEILLES, on TUESDAY, the 12th November, at 1 P.M.

The Steamer connects at Colombo with one of the Co's Australian steamers bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TONKIN" ... 26th Nov.
S.S. "POLYNESIEN" ... 10th Dec.
S.S. "TOURANE" ... 24th Dec.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th October, 1907. 2

THE RUSSIAN VOLUNTEER FLEET

FOR CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.

THE Steamship

"KIEW,"

will be ready to load about Middle of November.

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Hongkong, 25th October, 1907. 1712

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
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Capt. A. Petris, will be despatched as above on or about THURSDAY, the 21st November.

This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.

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Hongkong, 31st October, 1907. 3

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"SCHUYLKILL,"

Captain Anderson, will be despatched as above on the 30th November.

For Freight, &c., apply to
STANDARD OIL CO. OF NEW YORK,
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(Hotel Mansions).

Hongkong, 2nd November, 1907. 1721

POLICE COURT.

Friday, November 1st.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

LOITERERS.

Four pair of chair coolies appeared before his Worship charged with loitering before the premises of Messrs. G. Falconer and Co., and Messrs. Kruse and Co. The defendants were found guilty, and each pair was ordered to pay a fine of $2.

CRUELTY TO ANIMALS.

Two fisher men were prosecuted by Sergeant Sims for cruelty to a dog. The Sergeant informed his Worship that the defendants tied a rope round the animal's neck, hung it over the side of their boat and proceeded to beat it to death with poles. As a rule, when Chinese killed a dog for food, they did so without unnecessary cruelty. The defendants said they were killing the animal to eat, and were doing so in that particular way in order not to lose the blood. The fishermen were ordered to pay a fine of $5 each.

STARTLED GAMBLERS.

On Thursday night Detective-Sergeant Murison paid a surprise visit to the Chinese servants quarters of the Hongkong Hotel in Wellington Street, where fifteen men happened to be gambling. As soon as they knew the police were on the premises the one thought of the frightened gamblers was escape, and in their hurry to get out of the quarters they capsized a kerosine lamp, setting fire to the premises. The prompt action of the Sergeant and his followers, however, soon quelled the outbreak, and the police also succeeded in arresting fifteen gamblers, who were charged before his Worship. All were proved guilty, and each player was ordered to pay a fine of $3. Seven of the gamblers were then charged with being on the premises without the permission of the manager of the Hongkong Hotel, Mr. A. F. Davies. These men were ordered to pay a fine of $15 each.

A COUNTRY VISITOR'S EXPERIENCE.

On Thursday his Worship adjourned the charge of pocket picking preferred against "an honest barber," Chan Fuk, to enable him to call his master from Kowloon City to give evidence as to his good character. Chan was then taken under escort to the said city, but could not lead those in charge of him to the shop at which he said he was employed, and neither could he find his master. He made a desperate attempt to escape, however, but without success. It appears that while the charge against him was being heard on Thursday, the man to whom he handed the purse was a spectator, and as soon as the case was adjourned this man, Liu Chan, approached the complainant and told him he would recover his purse if the complainant would not proceed with the charge. Liu then guided the complainant and a witness to a house at Wes Point where he got the purse, minus the $32 it contained when stolen, and handed it to the countryman. The latter appeared so pleased at recovering part of his property that he asked Liu Chan to go to a restaurant and drink tea. Liu went with pleasure, little suspecting that, as soon as the restaurant was entered, police were sent for. He had scarcely finished his cup of tea when two constables entered, the complainant gave him in charge, and he appeared with his accomplice before his Worship yesterday.

A Chinese detective gave evidence as to taking the first defendant to Kowloon City, where he failed to point out the barber's shop at which, he said, he was engaged; neither could he find his master.

His Worship—Did he give you any information as to where he left the four razors?

Witness—No, he was deceiving your Worship.

His Worship—He did not deceive me; I knew there was no such shop. (To the first defendant)—Do you wish to say anything more about this barber's shop?—Only that when the master and fokis heard I was arrested they ran away.

His Worship then asked the second defendant if he had anything to say.

Defendant—The complainant asked me to look for a man with a broken leg. I found him and told him he was accused of picking pockets. Then he threw the purse down and ran away. I, being a straightforward man, picked it up and returned it to the complainant, for doing which I was arrested.

His Worship sentenced each of the defendants to six weeks' imprisonment and six hours' stocks.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

ANOTHER EXTRADITION APPLICATION.

Mr. G. E. Morrell, from the Crown Solicitor's office, on behalf of the Chinese Government, applied for the extradition to China of Li Ai-shih and Huang Ch'ing on charges of armed robbery. Mr. Otto Kong Sing appeared for the second defendant.

Mr. Morrell informed his Worship that the two defendants were accused of armed robbery in the Tai Lok market town, Namhoi District, China. On the night of August 13th, when the master and fokis of a piece goods shop in this town were in the accountant's room, they heard the front door of the shop being hammered at, and went out to see what was the matter. They arrived in time to see the door broken open, and ten or a dozen robbers rush in. The shop people withdrew to the accountant's room, and were followed by five of the robbers, who pushed them down on a bed and threatened them with revolvers. The robbers then ransacked the house, breaking up boxes and securing clothing and other valuables, eventually departing with goods of a total value of $893.

Evidence was called, and the case adjourned.

PARIS.

(FROM OUR CORRESPONDENT.)

September 27th

ANOTHER WINE CRISIS.

France is indeed a country to be sincerely pitied; no sooner has she got over one trouble, than she has to face another one. The report that another wine crisis is coming along has caused considerable uneasiness throughout the country. The fact that the French wine industry is still in a most critical condition cannot be denied; at best the dispute has only been patched up for the present. The French attribute their racial qualities, their national temperament to wine; to produce it, they assert, is the very existence of France. The Gallic cock is a cock that only drinks wine. Yet, the most robust part of the population of France, namely, Normandy and Brittany, consume only cider, while in the North of France beer is the general beverage. Truly speaking, the wine trade of this country has been going from bad to worse for some considerable time past; despite all efforts made to stand one's ground against foreign competitors, there are at the present moment in France thousands of wine growers with cellars full of wine, and who openly declare they are ruined and starving—ruined by accumulated debts and steeped in misery, because there are no purchasers for their wines. The situation is a perilous one, and admits of no delay. But what is to be done? This question is most difficult to answer. The majority of people frankly admit that there is very little to be done under the circumstances. France is actually trying hard to obtain a market for her wines in Canada, trusting to the thousands of French and French-Canadians for support. Will that last resource succeed? Time will prove. Many are of opinion that there is not much to be done even in that direction, and speculators are warned to display caution at the outset. There is nothing to be gained by rushing, in other words, inundating Canada with French wines. France must not be too sanguine of success in Canada, where wines from California, Australia, Argentina and other places are already well known and appreciated. It is no secret that the French wine industry is most seriously handicapped all round; this is particularly the case at home where, when vintages fall short, the temptation to adulterate is very strong. Growers cannot charge dealers with the sin either considering the fact that they themselves have dabbled in—the miracle of Cana—and which accounts for the reason why despite the ridiculously low price they offer to contract for the supplying of wine to hospitals, asylums, schools, &c., their quotations are declined, and samples returned, owing to the low alcoholic strength, and so wanting in keeping qualities during warm seasons especially. Instead of resorting to the production of poor wine the growers ought to have had for their ideal the turning out of better brands. The grower seems to be positively bewildered what to do for the best, the deadlock in the market completely puzzles him; he has only the vague sensation of a drowning man, drowning in his wine. He excuses everybody and everything—foreign wines, artificial wines, raisins, sugar wines, transport charges, the general trade, and the Government. Unable to believe one explanation, he credits all. But he overlooks one cause—the disfavour into which wine has fallen, due to the means of fabricating wines without grapes, so extensively pursued by unprincipled *industriels*. As a result of this the public became alarmed, concluded they were being forced to drink all kinds of liquids in place of wine. Then to add to the scare, analysts stepped in, and by their plain statements simply created terror among the masses. Two classes of consumers were quickly established in consequence; one that had fear, and substituted at their repasts cider and beer instead of wine, and who further distrusted "red wine." Hence the tendency now in restaurants in Paris to only patronize white wines, and that doctors and chemists counsel to be preferred, as being at least above suspicion of colour. The second class comprises those consumers who at once resigned themselves to drink no more natural wine—a very grave fact. They became accustomed to strange mixtures that had no connection with wine whatsoever, save in name and colour. This decision rapidly produced a perversion of taste, so much so, that for many Parisian palates, natural wine whether of the small character, or prepared from the blendings of wines—which is not adulteration—they pronounce to be bad, while they accept as "good" the *pseudo* wines where a union takes place between water and alcohol obtained from mangel wurzel and potatoes, blessed with a few drops of a "dye." Low wine shops deal in this mysterious beverage; indeed, the latter places are the happy hunting grounds for chemists, while if a conviction is brought home to the shop keeper he is fined or imprisoned, the contents of his cellar emptied into the nearest sewer, the sentence of the court posted on the shutters, and permission to sell withdrawn. He or she will not again be allowed to open another shop. No licence is required for selling drink in France. The law allows wine-shop proprietors to add only one-fourth of water to their wine; he is requested, whenever he does so, to duly post up the fact for the benefit of customers, also the price at which such a mixture is sold. Another cause of the serious drop in the sale of French wines at home as well as abroad, is that France has no longer the command of the general market, for ordinary brands especially. Foreigners have indeed but too minutely studied France's art of blending, of preparing the *bouquet* to suit the palate of every nation. Competition—and it was never keener than now—is almost strong enough to deal the final blow to French wine-merchants. The impolitic customs-dues in France are solely responsible for having compelled Switzerland—once a first-class customer—to take to Italian and Spanish, instead of French wines. The wholesale wine-merchants and brokers repudiate the charge of being responsible for the low prices and stagnant sales. The manufacture of wine from raisins and sugar is not accepted as a cause for the present wine crisis, as that product is dwindling out; neither can the cause be attributed to the importation of foreign wines for blending purposes, as imports in that direction continue to decrease. One fact, however, is perfectly plain that wine-growers cannot get their produce off their hands, nor can the Government apparently aid them. As in so many other industrial and commercial stagnations, it is perceived that secondary causes play the important rôles, as exampled by the wine glut just briefly described.

AN IDEA FOR AQUATIC SPORTS.

Water jousts constitute one of the most exciting sports in France. These water-jousts, or *joutes-lyonnaises*, have been imported to the banks of the Seine from the City of Lyons, where they are much in honour. The jousts are contested in heavy boats, propelled by a crew of eighteen by means of paddles. The champion of each crew stands on an overhanging platform at the stern of the boat the boats are of two distinct colours, blue and scarlet, the crews of each being attired in the same particular colour, either all blue or all red—armed with a lance nearly eight feet long, and a square wooden buckler placed over his left side. At the sound of a whistle and the beating of drums, the boats advance on each other, and when they get alongside the crews cease paddling. Then comes the critical moment when each champion, aiming at the other's buckler, exerts all his strength and prowess to thrust the rival jouster into the water. Meanwhile, the crowd watches breathlessly. The lances quiver and bend, and, should they hold out, one of the contestants must be "shot" overboard. But the strain is frequently so great that the lances snap in two, and the contest has to be begun over again. The great annual event, the Grand Prix de Paris, has just come off, along the embankment close to the Hotel de Ville when the champion jouster received a handsome prize from President Fallières, and an official sash from the municipality.

CROPS.

The *Journal Officiel* has just published a very interesting report showing the approximate condition of the wheat and rye crops this year. The area under wheat is 6,528,884 hectares, (1 hectare equals 2·4 acres), as compared with 6,516,758 in 1906, and the yield is estimated at 130,376,689 hectolitres, or 101,698,263 quintals, as against 114,500,653 hectolitres, (1 hectolitre equals 22 gallons) or 89,457,681 quintals, the actual yield in 1906. The area sown with meslin, a mixture of wheat and rye, is 138,705 hectares, as compared with 148,6 1 hectares in 1906, and the yield is estimated as 2,474,380 hectolitres, or 1,840,026 quintals; as against 2,290,293 hectolitres, or 1,714,481 quintals, the actual yield in 1906. The area sown with rye is 1,250,483 hectares, as compared with 1,252,540 hectares in 1906, and the yield is estimated at 20,642,752 hectolitres, or 15,074,018 quintals, as compared with 17,771,002 hectolitres, or 12,926,370 quintals, the actual yield in 1906.

BALLOONS OF CATHAY.

AN AIRSHIP IN THE FOURTEENTH CENTURY

It has been stated more than once in the articles on the "Daily Graphic" Balloon Expedition to Russia that the French are the pioneers in ballooning. A correspondent claims that the Chinese anticipated the first French balloon by centuries, and the prolonged calm which delays the ascent of the "Mammoth" balloon gives us an opportunity of referring to the subject.

It is on record, on the authority of Father Vassou, a missionary at Canton in the seventeenth century, that a balloon ascended at the coronation of the Empress Fo-kien in 1306, and the probability is that something of the nature of an aerial vessel was actually employed at that time. This is the less surprising when we remember that the writings of European philosophers of that period foreshadowed the efforts and expressed the longing of men to fly.

A French traveller of fifty years ago was so anxious to credit the Chinese with the conquest of the air that he described and pictured the aerostat illustrated in the "Daily Graphic" and convinced a large number of people that the Chinese had solved the problem. This airship, according to Delaville Dedreux, is the one in which in the year 1890 he voyaged from Foutcheou to Nant-chang. The traveller tells the story in a curious book published in Paris in 1863. He states that the Chinese possessed an intimate knowledge of air currents, by which they were able to choose their aerial paths. A great number of observatories sent up small captive balloons from high towers, and the direction of the wind at various altitudes was reported to the navigators of the air. The intelligence was conveyed all over the Empire by an elaborate system of signalling. Above the clouds the Chinese aeronauts kept their bearings by means of a compass. The sausage-shaped vessel was kept even with the current of air by a retarding influence at the stern, acting as a drag. This was simply a screw operated by manual labour.

The French traveller was given a silken dress, "well suited for changes of temperature," by the Aeronaut Mandarin, and he entered the special airship station, with one of which, he states, most of the chief towns were provided.

The Frenchman, in praiseworthy restraint, mentions that this particular voyage was marred by thick mist, but that the descent at the aerostat garage at Nant-chang was effected with ease. Here he was taken into the chart-room, where a huge map, marked with black circles for the observatories, showed the directions of the wind at various heights. "The clerk," adds M. Dedreux, "without hesitation named the hour of our departure."

It is an ingenious tale, and if things could be ordered in England as travellers of old said they were ordered in China, the "Daily Graphic" Expedition would be a mere half-holiday picnic. Unfortunately, however, we are compelled to relegate M. Delaville Dedreux's story to the same category as the account which "Munchausen, Junior," one of Charles Bennett's amusing creations, has given us of a balloon trip to Sirius and the moon.

THE COTTON INDUSTRY.

Delegates representing the International Federation of Master Cotton Spinners' and Manufacturers' Associations, some 60 in number, left Liverpool last month on board the Campania to attend the Convention of American cotton growers and cotton spinners, which was to be opened at Atlanta, Georgia on October 7. Drawn not only from England, but also from Germany, Austria, France, Belgium, Italy, and Portugal, the delegates include Mr. C. W. Macara, chairman of the committee of the International Cotton Federation; Mr. J. B. Tattersall, a vicepresident of the Lancashire Federation of Cotton Spinners; Mr. W. J. McConnell, a director of the Fine Cotton Spinners and Doublers' Association, who, with Mr. W. Howarth, represents the great combine of Fine Cotton Spinners and Doublers; Mr. J. R. Barlow, of Messrs. Barlow and Jones, Manchester; Mr. S. Newton, vice-president of the Ashton Master Spinners' Association; Mr. H. W. McAlister, member of the Cotton Contracts Commission appointed by the International Cotton Federation; Mr. A. Ruffler, representing Austria; Mr. Adolph Weible, Germany, and Mr. A. Mabire, France; Mr. J. Smethurst, secretary of the English Federation; Mr. Arno Schmidt, secretary of the International Federation, and Mr. R. J. Allen, secretary of the Manchester Cotton Association; while the Liverpool, Bremen, Havre, and other European Cotton Exchanges are also represented. The New York Cotton Exchange appointed six delegates to attend the proceedings at Atlanta, in addition to a committee to receive and entertain the European deputation on their arrival at New York on October 2. Mr. Macara, in a conversation with a Liverpool correspondent, said that at present cotton did not cross the Atlantic in the condition which they would like to see, but they felt sure that by meeting the planters and discussing the difficulties on both sides there was a reasonable prospect that they might be able to effect considerable improvements that will be mutually beneficial. The chairman of the Cunard Company, Mr. William Watson, received the following by wireless telegraphy from the president of the federation:—"Mr. Macara and delegates to the Cotton Convention at Atalanta desire to thank your company for the admirable arrangements made for them on the Campania. Weather to-day splendid, and everyone in the best of spirits."

OFFICIALS' HAREM.

SCANDALOUS STORY TOLD AT A GERMAN TRIAL.

The action for libel brought by Herr Roeren, clerical member of the Reichstag, against Herr Schmidt, formerly an official of the German colony of Togoland, has been concluded at Cologne, but judgment was deferred.

Herr Roeren (explains the Berlin correspondent of the "Chronicle") made a speech a year ago in the Reichstag describing the scandalous states of affairs in Togoland and severely censuring Herr Schmidt for in morality and other offences committed against the natives.

In a pamphlet published by Herr Schmidt he said that when Herr Roeren made his statements he was aware that they were untrue.

This was the ground of the present action but public attention has not been directed so much to the personal quarrel between these two as the shocking state of affairs in Togoland revealed by the trial.

It was stated in evidence that it was customary to force native to work, and to flog them if they refused. With wounds on their backs as large as one's hand they were forced to labour.

Herr Schmidt himself seems to have been a gentleman of very amorous tendencies. Not only had he supplied himself with a native "wife," but he travelled about with a harem of black girls, whether at the cost of the Empire was not stated.

The ages of these wretched beings were variously stated as from fourteen to sixteen. Several witnesses declared that the whip was used to make them more amenable.

Another official, a Dr. Kersting, maintained a harem, an institution which has since been prohibited by the Imperial Government. Chief Judge Mayer had a native girl as "teacher of languages."

The trial further revealed that between the mission stations and the local authorities the worst possible relations existed.

It was a disgraceful picture which the trial revealed. Enslaved and demoralised natives on the one side, and on the other men who ought to have been pioneers of civilisation, sunk in coarse debauchery.

BLINDED BY A HEAT RAY.

STRANGE RESULTS OF A NAVAL EXPERIMENT.

An extraordinary electrical experiment, recalling the story of the Martian heat-ray in Mr. H. G. Wells' "War of the Worlds," has just been tried on a cruiser at Portsmouth with terrifying results.

It was found necessary to bore a hole in the armour-plate of a turret of a cruiser of the Home Fleet. The orthodox method is proved very slow, and an enterprising torpedo lieutenant rigged up an apparatus with a view to boring the hole by electricity. This was excellent in theory, being an application on a large scale of a recognised plan for piercing armour-plates.

Under the great heat generated a hole was melted almost instantaneously in the tough armour-plate, and the experiment was so interesting that nearly every one on the ship, from the captain downwards, looked on while it was being carried out.

Next morning every person aboard the cruiser who had looked at the progress of the boring of the hole was afflicted with partial blindness. The faces of all were burned a deep copper colour.

A number of men who were several yards away from the steel that was being bored are so much affected that they have had to go into hospital. It is feared that some may lose their sight altogether.

The vaporisation of the steel is supposed to have been the cause of the trouble among the men. Its effect can be guessed from the fact that several men who were on remote parts of the cruiser at the time of the experiment have been seriously affected.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Shinano Maru* (Australian Line) left Shanghai for this port on the 31st ult., and is expected here to-morrow.

The N.Y.K. str. *Yeboshi Maru* (Bombay Line) left Singapore for this port on the 31st ult., and is expected here on the 6th inst.

The C.P.R. str. *Empress of India* left Yokohama p.m. on Thursday the 31st ult. for Victoria and Vancouver.

The I.G.M. str. *Prinz Ludwig* which left here on Tuesday the 29th ult. at 9 a.m., arrived at Shanghai on Thursday the 31st ult. at 9 p.m.

The str. *Katharine Park* sailed from Callao on the 30th ult. to this port via Japan ports.

THE ANTI-ASIATIC AGITATION.

ANOTHER OUTRAGE ON JAPANESE.

The *Times* correspondent at New York wrote on Sept. 22:—

A number of Japanese miners who arrived at Atlin, Yukon district, on Thursday night, have been driven away by white miners. One telegram from Seattle gives the number of Japanese as 77, and another as 57. According to the meagre news of the affair which so far has been received, the Japanese were driven on board the river steamer Gleaner, the officers of which were informed that they must take the Japanese out of the country at once. The demand was complied with, and the steamer took the Japanese to White Horse, whence they were to be sent to Skagway in United States territory. The plan is to turn them loose there. The Japanese are said to be almost destitute.

The British Columbian authorities are described as being greatly surprised by this latest manifestation of anti-Oriental feeling. The Japanese had been engaged by mining companies for the special purpose of continuing work throughout the winter, which apparently white miners refuse to do. It is said that Japanese once before were driven from Atlin, but no news of such an occurrence was received here.

The surprise of the British Columbian authorities is undoubtedly due to the belief that the Oriental problem was acute only in Vancouver, to ignorance of the real extent of the agitation, and failure to realize how terribly easy it is to create racial prejudice. I have received from Vancouver a telegram which seems to bear out in a remarkable manner some of the views which I have previously expressed. The writer is one of the best known residents in the town, and is absolutely unbiassed. He says:—

"The recent anti-Asiatic riots were wholly the work of the 'Hoodlum' element, incited for the most part by irresponsible Socialists and American agitators, assisted by the flamboyant evening Press. The situation is rendered acute by the large influx of Japanese from Honolulu. The desire for a 'white Canada' is, I believe, very general if some solution can be found for the problem of reasonably cheap labour to develop the resources of the country. Employers find Orientals satisfactory, not more on account of their cheapness than because of their efficiency and the constant difficulty of dealing with the growing demands of the labour unions. Personally, I think a 'white Canada' preferable; failing this, a limited yearly immigration till sufficient Europeans come to cope with the industrial situation. I think the entire absence of Orientals now would imperil prosperous development."

The belief of the American newspapers that the events in British territory will serve to facilitate the negotiations between the United States and Japan certainly does not seem to have been justified so far. Indeed, Japan appears to be watching things in this country more closely than ever. The Chicago Board of Education recently forbade the admission of adults to public schools, and two white adults and three Japanese were kept out in consequence. The Tokyo Government at once asked the Japanese Consul in Chicago to report upon the matter. The Consul seems to understand the situation and to be satisfied, and the incident is only of importance as indicating how carefully Japan is protecting the interests of her subjects in America. Meanwhile, although "the war scare" outwardly is less troublesome, the situation is by no means satisfactory. Mr. William Randolph Hearst's newspapers have joined in the cry for stationing the American fleet in the Pacific, and the *Evening Journal* recently printed a signed statement by Mr. Hearst in which he said:—"The United States does not want war with Japan, but it is conceivable, it is even probable, that Japan does want war with the United States. Japan has come to look upon war as a profitable enterprise." We can deplore, but cannot ignore, the influence of Mr. Hearst and his chain of newspapers, and when he decides on a policy it is bound to have an effect upon a very large number of Americans.

Perhaps more ominous is the fact that some newspapers which previously laughed at the idea of serious trouble between the United States and Japan now take it seriously, at least to the extent of devoting a large amount of space to the discussion of the subject. In to-day's *New York Times*, for instance, there is a long article by Mr. Stephen Bonsal, in which he declares that the present is "a tempting moment" for Japan, and asks whether she will reduce her armaments in proportion to the financial ability of the country or "make war, this time for money, for cash, and not for a strategic position." When such questions as this are uppermost in the minds of the Japanese leaders, Mr. Bonsal says, it is well to have the strongest American fleet "where it will do the most good," and he wants Admiral Evans's fleet to drop into Yeddo Bay and invite "Okuma and the other civilian warriors out to tea and to have a look and see."

The childishness of the idea that the Japanese are so ignorant of America's resources that they need a demonstration of them does not decrease the significance of the fact that the newspapers are printing such suggestions.

Sir Wilfrid Laurier, the Canadian Premier, has received a copy of a resolution which was passed by the Canadian Trades and Labour Congress at Winnipeg deploring the influx of Japanese as being detrimental to Canadian interests, and asking for the abrogation of the treaty with Japan. The Premier has replied as follows to the president of the congress:—

"I have given due consideration to your request that immediate steps should be taken to terminate the treaty with Japan. I would observe that this treaty was brought into existence some 15 years ago, in response to repeated expressions of public opinion, and, with a view to affording Canadian produces an opportunity of taking their share in the growing Japanese trade, that the Canadian Government became a party to this treaty, and that it was unanimously ratified by the Canadian parliament. The treaty has proved of great advantage, and our trade with Japan under it has considerably increased. You base your appeal for denunciation of the treaty on an allegation that the crisis has arisen in British Columbia by reason of an unprecedented influx of Japanese. While it is true that most regrettable incidents have lately occurred at Vancouver, there seems reason to doubt whether the cause was an influx of Japanese, as I am in possession of a telegram from the Mayor of Vancouver which has been made public, which expressly avers that the disturbances were directed against Asiatics generally rather than against Japanese. In such circumstances any precipitate action might be regrettable, and, before committing themselves to such a course, the Government think that they should carefully inquire into the causes which, within the recent past, have caused a greater influx to our shores than previously of Oriental people."

DOOM OF THE STOKER.

MECHANICAL DEVICE FOR NAVAL BOILER ROOMS.

The days of the naval stoker are numbered. Within a few years the picture of men in the stokehold, stripped to the waist, "stoking, shovelling madly, keeping a head of steam," will be a thing of the past, and the only men in the boiler rooms of ships of Royal Navy will be those whose duty it is to superintend the working of machinery which will perform the work of the present-day stoker much more economically and efficiently.

One of the chief causes of this is, of course, the introduction of oil fuel, which is now supplied to all new ships as an auxiliary to coal, and which is burnt exclusively in the latest torpedo craft. In the latter ships, it has been possible to reduce the usual stokehold complement by about two-thirds.

But oil is not the only force making for the elimination of the stoker. The Admiralty is now experimenting with a mechanical apparatus which will largely dispense with manual labour in feeding coal to the furnaces.

The torpedo gunboat Sharpshooter, attached to the Naval Engineering College at Devonport, has been placed at the disposal of Messrs. Hodgkinson and Co., the manufacturers of the apparatus. So far, the trials have been very successful.

The coal is fed through shoots above the furnace doors. The fire bars, controlled by a small engine, move backward and forward, taking in with each movement a supply of coal, which is evenly distributed over the area of the grate, while the return movement ejects the ashes. The degree of heart in the furnaces and the consequent head of steam can be perfectly controlled by increased or diminishing the speed of the engine.

The experiments show that not only is a considerable amount of labour dispensed with, but that the coal, owing to its more even and regular distribution, gives much better calorific results than when it is manhandled. There is practically no smoke from the funnels, and none of that flaming which is such a detrimental feature of some of our destroyers and torpedo-boats.

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NEW ADVERTISEMENTS

ROYAL HONGKONG YACHT CLUB.

A Launch will leave BLAKE PIER at 2 P.M. TO-DAY for Members and their friends to view the LADIES' RACE which will start from POLICE PIER, KOWLOON, at 2.30 P.M.

Hongkong, 2nd November, 1907. 1753

M. THOMAS.

Codes A.B.C. 5th Edition, Lieber's Private Codes.

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References and Particulars exchanged.

GRAND DISPLAY OF FIRST CLASS CHINESE FIRE WORKS AT THE HAPPY RETREAT AT 8 P.M., On 2nd, 3rd and 4th November, TO-DAY (SATURDAY), TO-MORROW (SUNDAY) and MONDAY.

PROGRAMME:—FIRST DAY:

NAVAL ENGAGEMENTS IN THE RECENT WAR.

BATTLE AT LIAOYANG.

MEETING OF THE THREE STARS.

And interesting CHINESE HISTORICAL EVENTS

Prices: $2, $1 and 50 Cents. Tickets may be obtainable from Messrs. KELLY & WALSH and THE ROBINSON PIANO CO.

THE U LOCK COMPANY.

Hongkong, 2nd November, 1907. 1755

"AL FRESCO FETE."

In aid of the funds of the SOCIETY OF ST. VINCENT DE PAUL to be held in the Compound of the Roman Catholic Cathedral On SUNDAY, 10th November, 1907 from 9 P.M. to 11 P.M.

ADMISSION TICKET $1, which entitles the holder to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the FETE only.

Tickets can be obtained from TO-DAY at Messrs. GRACA & Co., Hongkong Hotel Stall, at the Roman Catholic Compound on SUNDAY, the 10th inst. from 9 A.M. to 7 P.M. and at the Gate on the night of the FETE.

Hongkong, 2nd November, 1907. 1756

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On TUESDAY, the 5th November, 1907, at 11 A.M., at Messrs. BLACKHEAD & Co.'s Godowns, Kowloon,

43 Pieces GALVANIZED IRON WIRE ROPE from 1 in. to 4½ in.
5 Coils GALVANIZED IRON WIRE ROPE from 1 in. to 3 in.
7 Pieces FLEXIBLE STEEL WIRE ROPE from 2½ in. to 4 in.
14 Coils FLEXIBLE STEEL WIRE ROPE from 1½ in to 5 in.
AND
24 CAST IRON STOVES.

(All more or less damaged by Salt Water.)

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd November, 1907. 1757

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship "HAITAN," Captain J. S. Roach, will be despatched for the above Ports on TUESDAY, the 5th inst., at 9 A.M.

For Freight or Passage apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 2nd November, 1907. 1758

FOR MOJI.

THE Steamship "NICHIBEI MARU," Captain R. Minegawa, will be despatched for the above port on MONDAY, the 11th inst., at 5 P.M.

For Freight apply to THE MITSUI BUSSAN KAISHA.

Hongkong, 2nd November, 1907. 1759

THE *HONGKONG WEEKLY PRESS* and *CHINA OVERLAND TRADE REPORT* is now ready and contains:—

Epitome of the Week's News.
Leading Articles.
Wall Street.
The C.I.P.O.
Chinese Integrity.
Colonial Governors.
Proposed Chinese Fête at Hongkong.
Hongkong Sanitary Board.
A Chinese Newspaper Jubilee.
Italian Convent Prizes Distribution.
"China" Providents.
Supreme Court.
A False Trade Description.
Proposed Chinese Fête at Hongkong.
Evolution of Hongkong.
The North China Insurance Co., Ld.
Chinese Engineering and Mining Co., Ld.
Commercial.
Shipping.
Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or $1 Cash for three copies.

Subscription: $12 per Annum, payable in advance; postage $2.

NEW ADVERTISEMENT

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship "HAICHING," Capt. A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 2nd inst., at 4 P.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 1st November, 1907. 1751

INTIMATIONS

TRANSLATED NOVELS (some illustrated), Actresses' Photos; catalogue free, or with sample, 2½d. (letter postage).—A. DE SAILLE, 20, Rue de la Michodière, Paris. 1264

NOTICE.

HOPKINS' BUTCHERY AT SHANGHAI is again prepared to execute the Orders of its PATRONS in Hongkong for PRIME BEEF, Fresh, Spiced and Corned GAME, GAME PIES, PORK PIES, BRAWN, SAUSAGES, &c.

Shanghai, 1st November, 1907. 1747

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling and Six-Pence per share free of tax has been declared by the Directors of the above Company, thus making a total of 15% for the year ending 28th February, 1907. Coupon No. 9, is payable on 2nd November at the Chartered Bank of India, Australia and China, and the Russo Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO., Agents, CHINESE ENGINEERING & MINING Co., LTD.

Hongkong, 31st October, 1907. 1745

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the MILITARY AUTHORITIES that MUSKETRY FIELD FIRING will be carried out as under:—

On the 31st October, 2nd and 8th November, between 8 A.M. and 1 P.M., on the Southern Slope of Beacon Hill in a North-Westerly direction.

On MONDAY, the 4th November, from Customs Pass to Hebe Hill.

On TUESDAY, the 5th November, from bottom of Customs Pass in an Easterly direction.

F. H. MAY, Colonial Secretary.

Hongkong, 30th October, 1907. 1733

HONGKONG HORTICULTURAL SOCIETY.

CHRYSANTHEMUM SHOW.

THE SHOW will be held in the BOTANIC GARDENS on THURSDAY, the 14th November. Intending Exhibitors are notified that information of the classes in which they intend to exhibit should be sent to the HON. SECRETARY, 6, Beaconsfield Arcade not later than THURSDAY, the 7th November.

L. GIBBS, Hon. Secretary.

Hongkong, 30th October, 1907. 1739

XMAS AND NEW YEAR.

CARDS of the Choicest Designs and Descriptions NOW ON SHOW. 10 per cent. Discount for Cash.

H. RUTTONJEE & SON, Wine and Spirit Merchants, No. 5, D'Aguilar Street, and 45, Elgin Road, Kowloon.

Hongkong, 28th October, 1907. 1725

SWATOW DRAWN WORK COMPANY. 38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1685

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.1. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length...	722 feet.
Length on Blocks	714 "
Width of Entrance on Top ...	96½ "
Width of Entrance on Bottom...	88½ "
Water on Blocks at Spring Tide	24½

DOCK No. 1.

Extreme Length...	523 feet
Length on Blocks	513 "
Width of Entrance on Top ...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide	6½ "

DOCK No. 2.

Extreme Length...	571 feet
Length on Blocks	35[illegible]
Width of Entrance on Top ...	66 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P specially built for SALVAGE PURPOSES equipped with necessary gear, always read Short Notice. 799

NOTICES OF FIRMS

NOTICE.

NOTICE IS HEREBY GIVEN that on and after This Date all Receipts and Contracts or Orders for Goods—purchased in connection with the business of this Hotel must be SIGNED by HO SHAU CHEUNG (何壽軍) and HO MAN YUK (何文玉) or either of them, otherwise the Proprietors of this Hotel will not be responsible for same.

NOTICE IS HEREBY ALSO GIVEN that the Proprietors of the Hotel will not be responsible for any Debts contracted by any of the employees unless signed by either of the above Signatories.

CONNAUGHT HOTEL PROPRIETORS.

Hongkong, 24th October, 1907. 1707

NOTICE.

A new Contractor's Shop having been opened under the style of "HOP HING CHONG & CO." in the same street as ourselves we respectfully beg to ask our Customers to kindly address any order or other communication intended for us to No. 45, Graham Street.

HOP HING CHEUNG, Builder & Contractor.

Hongkong, 21st October, 1907. 1689

WANTED

WANTED.

MARRIED COUPLE or BACHELORS to Share Large and Comfortable FURNISHED HOUSE on upper level. Tennis and Stabling.

Apply by letter to A. A. Care of "Daily Press" Office.

Hongkong, 1st November, 1907. 1748

WANTED.

A PORTUGUESE GENTLEMAN, experienced in Sale of Beverages. Apply with references to T. S. Care of "Daily Press" Office.

Hongkong, 25th October, 1907. 1709

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE. The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Commission Agents, 35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 515.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

Good Panorama Views of Hongkong, recently taken, on sale.

TYPEWRITER.

F. A. V. RIBEIRO, Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 19, Queen's Road Central (First-floor).

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R., Care of "Daily Press" Office.

Hongkong, 13th November, 1906. [1343

SIEN TING.

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905 1540

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 1444

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 18th November, 1901 47

NEW CARTRIDGES.

BY Popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. 1669

ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.

Complete Edition	$10.00
Small	6.00

Obtainable at the *Hongkong Daily Press* Office and from the Local Booksellers.

ENTERTAINMENT

THEATRE ROYAL, HONGKONG.

THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

LAST EXTRA PERFORMANCES.

TO-NIGHT (SATURDAY), Nov. 2: The Screamingly Funny Musical Comedy, "THE EARL AND THE GIRL."

MONDAY, Nov. 4: The Brilliant Military Musical Comedy, "LADY MADCAP."

WEDNESDAY, Nov. 6: Farewell Performance, by Special Request, The highly Amusing Musical Comedy, "THE GAY PARISIENNE."

Box Plan Now Open at MESSRS. S. MOUTRIE & CO., LTD.

Hongkong, 3rd October, 1907. 1723

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS "CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1530

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate

Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tang Yuen.")

Hongkong, 27th June, 1905. [43

TO LET

TO LET.

NOS. 2 and 5 Observatory Villas. Kowloon. Moderate Rental. Tennis Court and Electric Lights.

Possession 1st November, 1907.

Apply to— ARRATOON V. APCAR & CO. 45, Wyndham Stre

Hongkong, 5th October, 1907. 1620

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 1st November, 1907. [92

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to— E. D. SASSOON & CO., Compradore Department

Hongkong, 22nd August, 1907. 1382.

TO BE LET.

SHAMEEN—CANTON No. 24. From the 1st January, 1908, Premises now occupied by the East Asiatic Trading Company.

Apply to— JEBSEN & CO.

Hongkong, 10th July, 1907. 1197

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to— JARDINE, MATHESON & Co., LTD.

Hongkong, 21st October, 1907. 1691

TO LET.

A 9 ROOM HOUSE, with Tennis Lawn and out-houses. Good view of the harbour. 13, Macdonnell Road. Apply to— DR. HO KAI, Barrister-at-Law, Des Vœux Road.

Hongkong, 16th October, 1907. 1664

TO LET.

UPPER Level, TWO ROOMS, in private family. Tennis Court. For particulars apply to E. H. L., Care of "Daily Press" Office.

Hongkong, 29th October, 1907. 1735

TO LET.

GROUND FLOOR of No. 4, Des Vœux Road including a Strong Room and servants' quarter.

Apply to— DAVID SASSOON & Co. LTD.

Hongkong, 9th October, 1907. 1638

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession. Apply to YEE SANG FAT & CO, Same Address.

Hongkong, 7th October, 1907. 1627

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon Cheap Rental.

Apply to— SPANISH PROCURATION.

Hongkong, 18th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply— SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. [800

TO LET

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue Kowloon.

Apply to— HEWAN & CO., Care of China Merchants S. N. Co.

Hongkong, 1st October, 1907. 1590

TO LET.

"HATHERLEIGH", CONDUIT ROAD.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1907. 1160

TO LET.

SHOPS and FLATS in Des Vœux Road. Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to— HUMPHREYS ESTATE & FINANCE CO., LD.,

Hongkong, 15th July, 1907. 1155

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).

OFFICES in Queen's Road Central.

BELILIOS TERRACE HOUSES, ROBINSON ROAD.

"THE EYRIE" Peak (Furnished) for 3 Months from 1st September 1907. Cheap Rental.

BISHOP'S LODGE SOUTH (PEAK) Partly Furnished, Immediate Possession.

No. 1, MOUNTAIN VIEW (PEAK) Furnished. For 4 or 5 months from 1st December, 1907.

No. 6, DES VŒUX VILLAS (PEAK).

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House).

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 25th September, 1907. [102

TO LET.

LARGE AND SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to— HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st November, 1907. 809

TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD.

Apply to— ARRATOON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 2nd March, 1907. 491

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to— COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. [97

TO LET.

TANG YUEN 18A and 18B, Macdonnell Road, two storied Houses with Bathrooms, &c., at moderate rental.

Apply to— WING CHEONG CHAN 3 Connaught Road West.

Hongkong, 16th October, 1907. 1662

TO LET IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96, 97 and 101, Praya East.

Apply to— CHATER & MODY, Victoria Buildings.

Hongkong, 20th June, 1907. 1039

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to— LEIGH & ORANGE, 1, Des Vœux Road.

Hongkong, 9th October, 1907. 94

TO LET.

TWO GODOWNS, No. 7, Wanchai Road, and No. 8, Praya East, at moderate rental.

Apply to— WANCHAI GODOWN CO., Wing Cheong Chan, Agent, 3, Connaught Road, West.

Hongkong, 2nd November, 1907. 1663

TO LET.

"STONEHEVED" 35, Robinson Road.

Nos. 27, 31 and 33, SEYMOUR ROAD.

Apply to— SAM WANG CO., LTD., 81, Queen's Road Central.

Hongkong, 22nd July, 1907. [103

TO BE LET OR SOLD.

WITH POSSESSION FROM 1ST JUNE—

IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to— "K." Care of "Daily Press" Office.

Hongkong, 3rd May, 1907. 870

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.

Hongkong, 13th August 1906. [29

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1905 £17,837,119.

I.	AUTHORISED CAPITAL....	£3,000,000	
	SUBSCRIBED CAPITAL....	2,750,000	
	PAID-UP CAPITAL	687,500	0 0
II.	FIRE FUNDS	3,386,720	19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1461

FOR SALE

ANNUAL CLEARANCE SALE. FROM 1ST TILL 30TH NOVEMBER.

CHINESE, JAPANESE AND INDIAN SILKS, CREPES, CANTON LINEN, EMBROIDERIES, SHAWLS, LACES, CARPETS, RUGS, DRAPERY, FANCY GOODS, &c., &c.

BARGAINS! BARGAINS! BARGAINS!

Kindly note that the above Articles are suitable for presents for Christmas and New Year. Inspection earnest'y solicited.

D. CHELLARAM, 2, D'Aguilar Street.

Hongkong, 1st November, 1907. 1749

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,950 square feet. Crown Rent, $238.00 per annum.

For further particulars, apply to GOLDRING & BARLOW, Solicitors, 10, Queen's Road Central.

Hongkong, 12th September 1907. 1494

STORAGE. FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply— GEO. FENWICK & Co., LTD.

Hongkong, 8th June, 1906. [106

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

Asiatic Stamps.		Mixed Stamps.	
100 for	$0.80	500 for	$ 3.00
150 "	1.75	1000 "	10.00
200 "	3.50	1500 "	25.00
230 "	5.75	2000 "	35.00
275 "	9.00	3000 "	95.00

Also Stamps in bags, sets, &c., &c. ARTISTIC PICTORIAL POSTCARDS & all other Philatelic Goods. Inspection invited.

GRACA & CO., Hongkong Hotel Corridor.

1145

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SUI.

PRICE $2 CASH.

On Sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1841

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June 1907. With INDEX. Price $7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th July 1907.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: $1 CASH.

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